

GRAIN DEALERS JOURNAL



The Buffalo Corn Exchange

extends a cordial invitation to the grain trade of North America to visit its city on the occasion of the 30th Annual Convention of the Grain Dealers National Association, October 18, 19, 20.

The Buffalo Corn Exchange welcomes this opportunity to show you, first hand, why this city occupies such an important place in the grain handling and flour milling industries.

We want you to come to Buffalo, we'll do everything possible to make your visit both pleasant and profitable. The entire membership of the Exchange is at your service.

You Can Make
Hotel
Reservations Through
E. E. McConnell
Chairman, Hotel and
Transportation Committee

William J. Heinold, President
The Corn Exchange of Buffalo

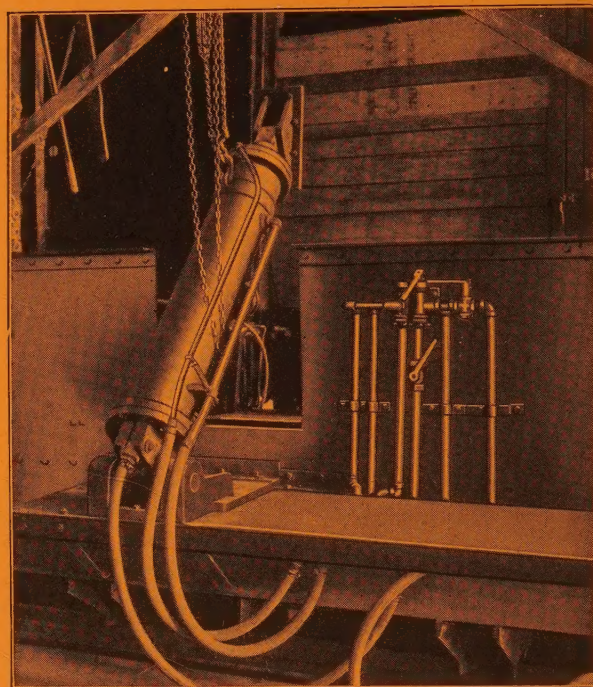
Stop Chopping Grain Doors!

IT'S no longer necessary to chop your way into a car of grain! This tool **pushes** the doors in quickly and easily—entire sections at a time, without breakage.

The PETERSON Pneumatic Grain Door Remover

does in two minutes what it formerly took two men to do in 15 minutes to half an hour. With 100 lbs. air pressure it exerts 6000 lbs. pressure on the door. Surplus air available for cleaning, signalling, etc.

Many large elevators have found that the Peterson soon pays for itself in saving time and reducing unloading costs.



PETERSON Pneumatic Grain Door Remover

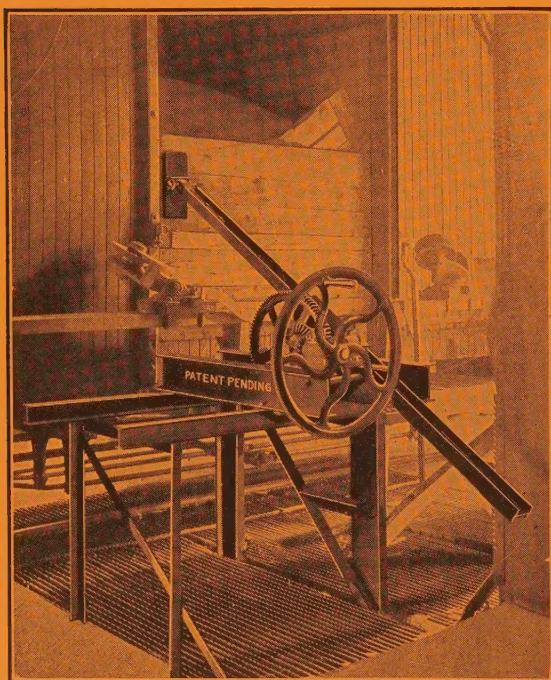
PANK Grain Door Remover

This simple, powerful tool costs less than any similar machine on the market. Turning the fly-wheel develops all the pressure needed to open any door, or entire section. Installed in either new or old elevators.

Write for our Special catalog on grain door removers.

Increase Your Elevator Capacity With Superior D. P. Cups

Without changing your other equipment in any way you can greatly increase your elevator capacity. The Superior D. P. Cup holds more, can be placed closer on the belt than other cups and discharges perfectly. Large stocks carried in Minneapolis. Write for details.



PANK Grain Door Remover

Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Amarillo Feed & Seed Co., feed, seed, grain.
Beasley Grain Co., J. N., grain and seeds.
Great West Mill & Elevator Co., millers, grain dtrs.*
Kearns Grain & Seed Co., grain, field seeds.*
Kenyon Grain & Seed Co., grain and hay.
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

BALTIMORE, MD.

Chambers of Commerce Members.
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.*
Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.
Armour Grain Co., grain merchants.
Cargill Grain Co., grain merchants.
McConnell Grain Corp., commission and brokerage.*
McKillop, Inc., J. G., consignments.*

CAIRO, ILL.

Board of Trade Members.
Hastings-Stout Co., grain and hay.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.*

CHICAGO, ILL.

Board of Trade Members.
Armour Grain Co., grain merchants.*
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
Holt & Co., Lowell commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, ctn.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.
McKenna & Dickey, commission merchants.*
Morris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
Rosenbaum Grain Corp., grain merchants.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Cleveland Grain & Mfg. Co., grain merchants.*
DeMoleat Grain Co., receivers and shippers.
Farly & Daniel Co., grain, hay, feed.*
Granger & Co., Dan. B., commission, grain and hay.*
Scholl Grain Co., grain merchants.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. L., grain dealers.*

DENTON, TEXAS.

Craddock Grain Co., W. F., grain and hay.

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
Farmers Union M. & E. Co., millers, grain merchants.*
Rocky Mountain Grain Co., export and domestic grain.*

*Members Grain Dealers National Association.

DODGE CITY, KANSAS.

Board of Trade Members.
Christopher & Co., B. C., consignments & futures.
Goffe & Carkener, Inc., grain commission merchants.
Isely Lbr. Co., The C. C., cane seed, wheat, kafir.*

DES MOINES, IA.

Board of Trade Members.
Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.
Caughey-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*

DULUTH, MINN.

Board of Trade Members.
White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

ENID, OKLAHOMA.

Grain Exchange Members
Bennett & Company, James E.
Bird Grain Company, Henry.*
Cox Grain Company, C. H.
Davis-Noland-Merrill Grain Company.
Enid Terminal Elevator Company.
Enid Milling Company.*
Ferguson-Shircliff Grain Company.
Fenquay Grain Company.*
Gels-Price Elevator Company.
Goltry Grain Company.
Henry Grain Company, John.*
Humphrey Grain Company, E. R.
Johnston, W. B.*
Randels-Williams Grain Company.*

FORT DODGE, IOWA.

Christensen, George, grain broker.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Bewley Mills, flour milling.
Bennett & Co., Jas. E., grain, stocks, provisions.*
Carter Grain Co., C. M., brokerage, consignments.*
Dorsey Grain Co., strictly brokers, consignments.*
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Federal Commission Co., brokers, consignments.*
Gladney Grain Co., consignments, brokerage.*
Henderson Grain Co., consignments, brokerage.*
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Smith Bros. Grain Co., consignments-merchants.*
Transit Grain & Com. Co., consignments, brokerage.*
Tillery Grain & Com. Co., export, bkgm. consignments.*
Universal Mills, "Superior Feeds".*
West Grain Co., consignments, merchants, brokers.

GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.*
Shaw, Thomas F., export grain.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GUTHRIE, OKLA.

Logan County Mfg. & Gr. Co., mchts., pub. storage.

HOUSTON, TEXAS.

Merchant Exchange Members.
American Maid Flour Mills, mfg. gr., exporters.
Beatty-Archer Co., grain brokers only.*
Dittlinger Roller Mills Co., H., flour exptg.
Dixon & Co., E. S., grain receivers, feeds.*
Downman Grain & Hay Co., E. C., gr. fd., hay.*
Ervine & Co., J. E., wholesale grain.*
Rogers, J. E., poultry feed & grain.
Rothschild Co., S., grain, c/s products, rice, b/p.*
Saint & Co., Inc., grain & mixed feeds.*
South Texas Grain Co., grain & feed.*

HUTCHINSON, KANS.

Board of Trade Members.
Goffe & Carkener, Inc., grain merchants, futures.
Midwest Grain Co., country run wheat.*
Southwest Grain Co., consignments, country run grain.

INDIANAPOLIS, IND.

Board of Trade Members.
Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.
Aylsworth Commission Co., grain commission.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, mlo.*
Davis Grain Co., A. C., grain commission.
Davis-Noland-Merrill Grain Co., grain mchts.*
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
General Commission Co., consignments, futures.*
Lichtig & Co., H., kafir, mlo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., wheat, oats, barley, corn.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Uhlmann Grain Co., grain merchants.*
Uddike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wallingford Bros., recvrs., shippers, futures.*
Wolcott & Lincoln, consignments, futures.*
Wilser Grain Co., consignments.*

KNOXVILLE, TENN.

Lackey, Douglas W., mlg. grain, mlo, alfalfa meal.

LANSING, MICH.

Chatterton & Son., Mich. grain, hay, beans.*

LAWRENCEBURG, IND.

Greendale Mills, Inc., "Greendale Feeds" are better.

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

LITTLE ROCK, ARK.

Grain Exchange Members.
Farmer Co., E. L., brokers, grain and millfeed.
Gordy Co., C. L., grain brok., hay, grain and mill feed.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Brandels & Son, A., receivers and shippers.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., stores and shippers.*
Thomson Elevator Co., grain dealers.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

MCKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

MEMPHIS, TENN.

Merchants Exchange Members.
Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.
Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.*
Fraser-Smith Co., grain merchants.*
Hallet & Carey Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEW YORK CITY.

Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.
Jones & Co., M. E., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.
Bennett & Co., Jas. E., grain, stocks, provisions.
Choctaw Grain Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Mashburn Grain Co., grain and feeds.
Mid-State Grain Co., The, grain & feed mchts.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., brokerage.
Polson Grain Co., mill wheat specialists.
Scannell Grain Co., E. M., grain and feed.
Stowers Grain Co., W. B., grain comm. mchts.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
White Grain Co.*
Winters Grain Co., grain merchants.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Bowen Grain Co., H. D., grain commission.
Cleveland Grain & Mfg. Co., grain commission.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.

PEORIA (Continued)

Luke Grain Co., grain commission.*
McFadden & Co., G. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

Gordon Grain Co., grain commission.*
Heald Grain Co., consignments exclusively.
Kellogg-Huff Grain Co., grain merchants.*
Norton Grain Co., consignment specialist.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedstuffs, grain, seeds.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS (Continued)

Picker & Beardsley Com. Co., grain and grass seed.*
Turner Grain Co., grain commission.*

SALINA, KANS.

Branson Co., Ted, corn, oats, kafir, hay.

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.*

Custenbolder & Co., E. T., buyers-sellers grain.*

Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.
Blood Grain Co., I. D., receivers and shippers.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Wichita Terminal Elevtr. Co., general grain and elevtr.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.*

YORK, NEBR.

Hurlburt & Sons, E. L., we ship cracked corn west.

*Members Grain Dealers National Association.

Grain Exchange
Members

OMAHA

Grain Exchange
Members

CORN—WHEAT—NATURAL & SULPHURED OATS AND BARLEY
RECEIVERS @ SHIPPERS

UPDIKE GRAIN CORPORATION

ELEVATOR CAPACITY 4,600,000 BUSHEL

OMAHA

CHICAGO—KANSAS CITY—DES MOINES—SIOUX FALLS—LINCOLN

CROWELL ELEVATOR COMPANY

Receivers and Shippers

GRAIN

Consignments Solicited
OMAHA

Board of Trade
Members

PEORIA

Board of Trade
Members

P. B.
and
C. C. **Miles**

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty

Turner-Hudnut Company

Receivers **GRAIN** Shippers

42-47 Board of Trade

W. W. DEWEY & SONS COMMISSION MERCHANTS

33-35 Board of Trade, Peoria, Ill.

La Porte, Ind.—The Journal is an interesting grain trade paper and we could suggest no improvements.—Pinola Co-operative Co.

Chamber of Commerce
Members

CINCINNATI

Chamber of Commerce
Members

SCHOLL GRAIN CO.

Grain Merchants

THE EARLY & DANIEL CO.

RECEIVERS @ SHIPPERS

STORAGE CAPACITY 2,500,000 BUSHEL

WICHITA

a

Good Grain Market

Any of these Board of Trade Members will prove it

Adair-Hunter Grain Co.

Grain Merchants

The Baker-Evans Grain Co.

Commission and Grain Merchants

Bedell Grain & Elevator Co.

Milling Wheat

I. H. Blood Grain Co.

Mill Orders and Consignments

Stevens-Scott Grain Co.

Grain Merchants

Edward Kelly Grain Co.

Wheat, Kafir, Milo

Davis-Noland-Merrill Grain Co.

Grain Merchants

The Red Star Milling Co.

Hard Wheat Flour

Wolcott & Lincoln

Grain, Cotton, Stocks, Bonds

Braly Grain Co.

Consignments

The Craig Grain Co.

Wholesale Grain

The Kansas Milling Co.

Millers and Grain Merchants

The Wichita Flour Mills Co.

Hard Wheat Flour Millers

Wichita Terminal Elevator Co.

General Grain and Elevator

Simonds-Shields-Lonsdale Grain Co.

Receivers and Shippers

C. B. Rader, Sec'y, Board of Trade, Wichita, Kans.

Board of Trade
Members**CHICAGO**Board of Trade
Members

Special Wire and Salesman Service

LAMSON BROS. CO.

166 W. Jackson Blvd. Chicago, Ill.

**WHEAT, CORN
OATS, RYE
BARLEY, SEED****Rosenbaum Grain Corporation**

GRAIN MERCHANTS—EXPORTERS—IMPORTERS

Cash and Futures Chicago, Ill. Private Wires

Cross, Roy, Eberhart & HarrisIncorporated
Postal Telegraph Building, Chicago**GRAIN COMMISSION***We Specialize in Hedging and Spreading Operations
Between Terminal Grain Markets***HITCH & CARDER**

COMMISSION MERCHANTS

Members Chicago Board of Trade
Webster Bldg., 327 So La Salle St., CHICAGO, ILL.
Tel. Wabash 6584**Clement Curtis & Co.**

The Rookery Bldg., Chicago

Members of all principal Exchanges.
Private wire service to all leading cities
in this country**CARHART CODE HARWOOD CO.****Grain Commission**

Board of Trade CHICAGO

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

327 South La Salle Street CHICAGO, ILL.

JOHN E. BRENNAN & CO. GRAIN and SEEDS

COMMISSION MERCHANTS

CHICAGO

Harris, Winthrop & Co.11 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

LOGAN & BRYAN

BROKERS

Stocks, Bonds, Cotton, Grain, Copper
Sugar, Cotton Seed Oil, Provisions
Private Wires Atlantic to Pacific1-2-5 BOARD OF TRADE CHICAGO
Branch Office, Congress Hotel**Chicago Grain & Salvage Co.**

Dealers in

SALVAGE GRAIN

GRAIN, FEEDS, Etc.

Write or Wire

930 Postal Telegraph Bldg. CHICAGO

POPE & ECKHARDT CO.

COMMISSION MERCHANTS

111 W. Jackson St.

Consignments and your offers of Grain To
Arrive will always receive close attention.**E. W. BAILEY & CO****Commission Merchants**

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS

72 Board of Trade, CHICAGO

J. C. SHAFFER GRAIN CO.

Grain Merchants

111 W. Jackson Boulevard

Chicago, Ill.

PHILIP H. SCHIFFLIN & CO.**Grain Commission**

49 Board of Trade

CHICAGO

BARLEY WANTED

Two Rowed and Heavy White

Send Samples

Also Send Samples Buckwheat

The Quaker Oats Company

Grain Department

Chicago, Illinois

*A Kansas dealer, who advertised
his elevator for sale in the Journal, at
a stipulated price, received so many
replies from prospective buyers he
decided to keep it.*

Board of Trade
Members

CHICAGO

Board of Trade
Members

RUMSEY & COMPANY

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

Armour Grain Company

CHICAGO, ILL.

GRAIN DEALERS

FUTURES ORDERS SOLICITED

Winnipeg, Liverpool and United States
Markets — CONSIGNMENTS SOLICITED
CHICAGO ST. LOUIS MILWAUKEE
MINNEAPOLIS BUFFALO

Established Over Forty Years

Hulburt, Warren & Chandler
208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

BARTLETT FRAZIER Co. GRAIN MERCHANTS

F. C. Austin Bldg.
CHICAGO

EVERY time you boost the JOURNAL you encourage and help us to make it better.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

HALLET & CAREY CO.

Grain Merchants

Minneapolis Duluth Winnipeg

CEREAL GRADING COMPANY GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice Milling
Wheat and Rye Selected by Expert Buyers.
Own and Operate Elevator "L"

Chamber of Commerce, Minneapolis, Minn.

Fraser-Smith Co. GRAIN

Minneapolis - Milwaukee - Cedar Rapids

CARGILL COMMISSION COMPANY

DULUTH MINNEAPOLIS MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity

The VAN DUSEN-
HARRINGTON CO.

MINNEAPOLIS DULUTH

Shippers of

RED DURUM

and other grains
for poultry feed

DELMAR COMPANY

Flour Exchange, Minneapolis, Minn.

Elevator Capacity 2,000,000 Bushels

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG

ST. LOUIS, MO.

MARTIN & KNOWLTON GRAIN CO.

SUCCESSORS TO

GOFFE & CARKENER CO.

Receivers and Shippers

St. Louis, Mo.

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

LANGENBERG BROS. GRAIN CO. St. Louis

Established 1877

New Orleans

A STRICTLY Consignment House for your
GRAIN — HAY — SEEDS

Jostes-Lusk Grain Co.

ST. LOUIS, MO.

"Each shipment given our personal attention"

DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

Houlton Grain Co.

Wholesale Grain.
Get in touch with us.

Farmers Union Mlg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

O. M. Kellogg Grain Co.

Receivers shippers of all kinds of grain.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

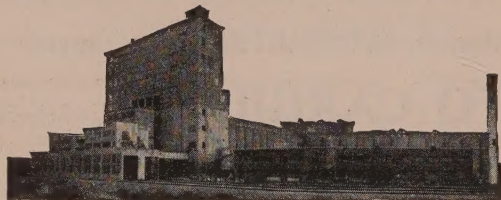
Handling
Consignments
and Futures
48 Years

B. C. Christopher & Co.

KANSAS CITY MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

DAVIS-NOLAND-MERRILL GRAIN CO.



Board of Trade
Kansas City, Mo.

Operating
SANTA FE ELEVATOR "A"
6 000,000 Bushels
Modern Fireproof Storage

Ask for our bids on Wheat, Corn, Oats, Rye and Barley for shipment to Kansas City and the Gulf—Special Bin Storage Furnished at Regular Storage Rates.



Buyers—Sellers
**WHEAT . CORN
OATS . BARLEY**
CONSIGNMENTS
MILL ORDERS

SHANNON GRAIN COMPANY CONSIGNMENTS

1124 Board of Trade KANSAS CITY, MO.

WHEAT
and
OATS

NORRIS GRAIN CO.

Norris Elevator—Murray Elevator

CORN
and
BARLEY

WOLCOTT & LINCOLN CONSIGNMENTS

Future orders executed in all markets
1407-10 Board of Trade, Kansas City

CONSIGN TO
General Commission Co.
KANSAS CITY
FUTURE ORDERS EXECUTED

CONSIGN
ERNST-DAVIS COM. CO.
Kansas City

A. C. DAVIS GRAIN CO.
Grain Commission
Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A

Uhlmann Grain Co.

Board of Trade
Kansas City
87 Board of Trade
Chicago
Merchants Exchange
St. Louis, Mo.
Neil P. Anderson Bldg.
Ft. Worth, Texas
Produce Exchange
New York City
Operators of Katy Elevator, 1,300,000
bushels capacity, at Kansas City

SCOULAR BISHOP GRAIN CO.
Kansas City CONSIGNMENTS Omaha

Wallingford Bros.
Receivers and Shippers
Futures
Specializing choice country run mill wheat
521-522 Board of Trade Bldg.

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

J. F. ZAHM & CO.

TOLEDO, OHIO
Your consignments and orders for future
solicited in either
GRAIN OR SEEDS
TOLEDO OR CHICAGO

1846 - C. A. KING & CO. - 1926
TOLEDO, OHIO

Grains and Seeds
Cash and Futures

Member
Toledo Produce Exchange Chicago Board of Trade

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered
prices. Solicit Consignments of Grain and
Clover Seed. Members Toledo Produce Ex-
change and Chicago Board of Trade.

Wrightsville, Ga.—Your publication is a
very good grain dealers journal and I en-
joy reading it very much.—L. L. Lovett,
pres. Wrightsville Grain Co.

SOUTHWORTH'S

WEEKLY REVIEW

Covers GRAIN, SEED AND COTTON.
It is FREE to all within our business range.
SOUTHWORTH & CO. - - TOLEDO, OHIO

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS
ST. JOSEPH, MO.

Kellogg-Huff Grain Co.

GRAIN MERCHANTS

Corn Exchange
Members

BUFFALO

Corn Exchange
Members

CARGILL GRAIN CO., Inc.

821 Chamber of Commerce
BUFFALO, N. Y.
We Deliver What We Sell

J. G. McKILLEN, INC.

RECEIVERS
Consignments a Specialty
BUFFALO NEW YORK

Armour Grain Co.

Grain Merchants
Buffalo, N. Y.

RECEIVERS, SHIPPERS AND BROKERS

E. A. Grubbs Grain Co.

BUYERS—SHIPPERS
Wheat—Corn—Oats

Established 1884 Greenville, Ohio

E. H. BEER & CO., INC.

Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

STANDARD COMMISSION CO. BROKERS

Grain, Mill Feed, Mixed Feed Ingredients
EXCHANGE BUILDING MEMPHIS

The Abel-Whitman Co., Inc.

Grain—Feed—Brokerage
511 Produce Exchange, New York, N.Y.

Hipple Grain Co.

Hutchinson, Kans.
Specializing in Kafir and Milo
Wire us for Delivered Prices

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of
any car number. Facing pages 11x15½" of heavy ledger paper are each
ruled into five columns, those on the left-hand page being numbered 0, 1, 2,
3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and
9. Each column is ruled into three distinct divisions with the following sub-
headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of
the number entered; and the column heading the second or tens figure. So
that the required number can always be instantly found if properly entered.
Form 40 contains 42 pages, bound in heavy canvas covers with spaces
for registering 13,200 cars. Price, \$2.50. Weight 1¾ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for
registering 21,600 cars. Price, \$3.25. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

Fowler, Colo.—Inclosed is my check for
\$2, covering my subscription for another
year. I assure you the Journal is the best
grain trade paper going.—Geo. Kapp.

When writing advertisers mention the Grain Dealers Journal of Chicago which works to
improve your trade conditions. By so doing you help it and your own business.

WILLIAMSON FORWARDING CO., Inc.

Operating

SUPERIOR ELEVATOR

BUFFALO, N. Y.

<i>Capacity:</i>	3,700,000 bushels.
<i>Marine Leg Capacity:</i>	50,000 bushels per hour.
<i>Canal Loading:</i>	50,000 bushels per hour.
<i>Rail Loading Capacity:</i>	55,000 bushels per hour.
<i>Location:</i>	Buffalo Creek Railroad Connecting all railroads Quick service
<i>Services Performed:</i>	Conditioning grain Cleaning, drying, blowing Bleaching and clipping.

CONSIGNMENTS ONLY

When you consign to us, our time
and experience is devoted in securing
top prices and watching your ship-
ments with care until final settlement
has been made.

*Your interests are necessarily our
interests*

CONSIGN YOUR GRAIN TO

**THE McCONNELL GRAIN
CORP.**

CHAMBER OF COMMERCE, BUFFALO, N. Y.



A Royal Welcome Awaits You at Buffalo

When in Buffalo

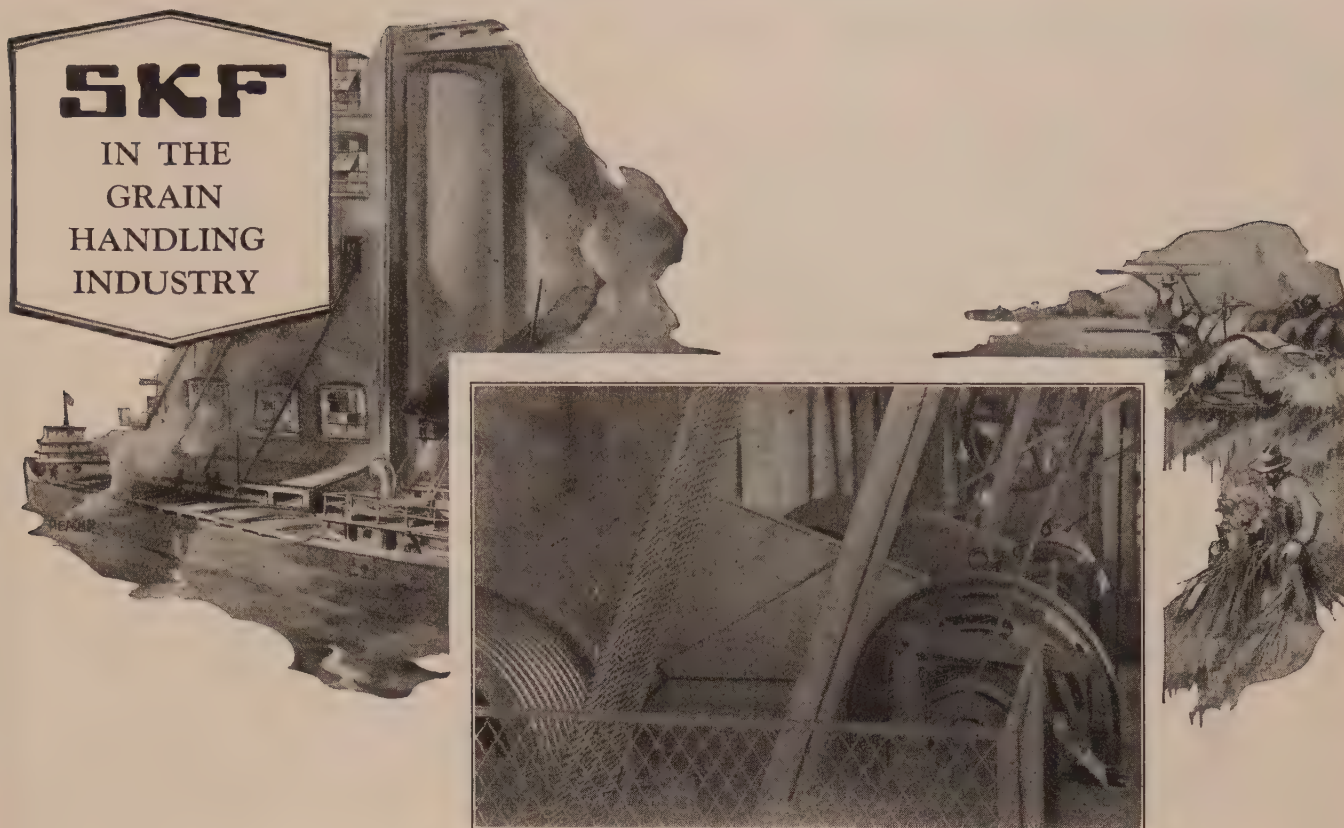
for the

1926 CONVENTION

Come See Us

**CRAVER-DICKINSON
SEED CO.**

329 Ganson Street BUFFALO, N. Y.



Ball Bearing Motors and Sheaves

Cut Production Costs in Grain Elevators

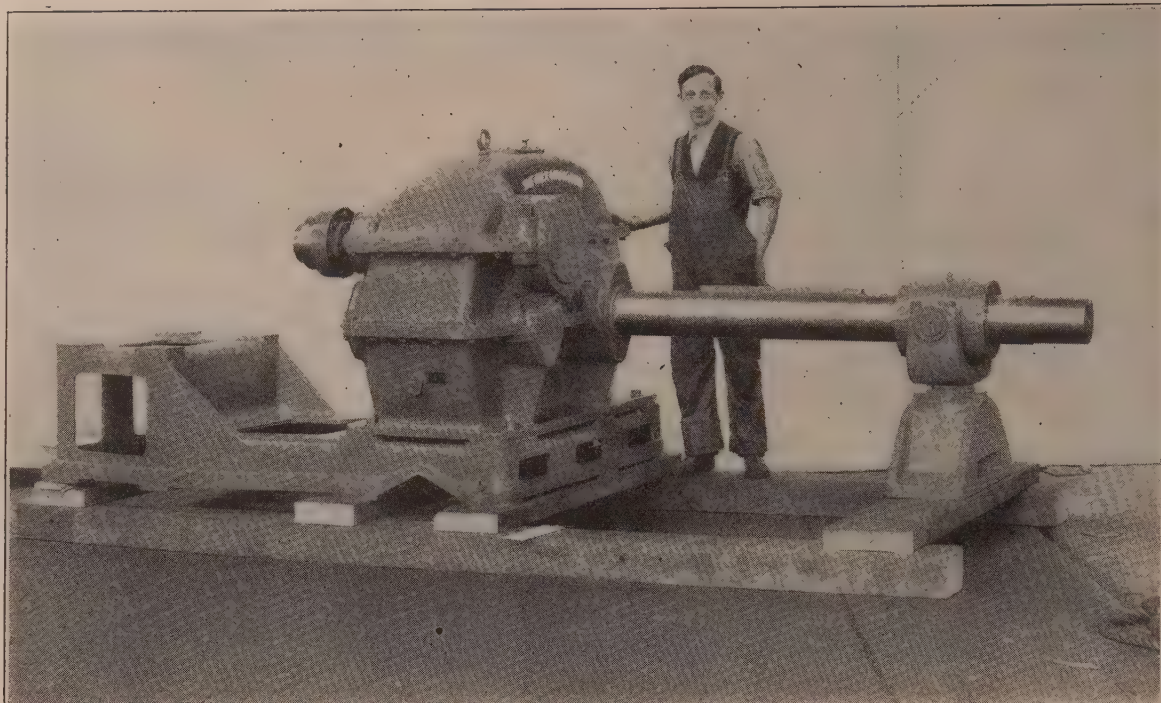
ELIMINATING frictional losses on power distribution systems in grain elevators is a big step toward cutting production costs. Skayef Self-Aligning Ball Bearings on electric motors, rope sheaves and Skayef Pillow Blocks on elevator heads make possible power savings from 15 to 35 percent.

They replace the sliding friction of metal areas with the true rolling motion of hardened chrome steel balls, reduce wear to a minimum and automatically compensate for shaft deflections without setting up internal strains in the bearing. Material savings in lubricant and maintenance are also realized.

SKF INDUSTRIES, INCORPORATED
165 Broadway, New York City

1627



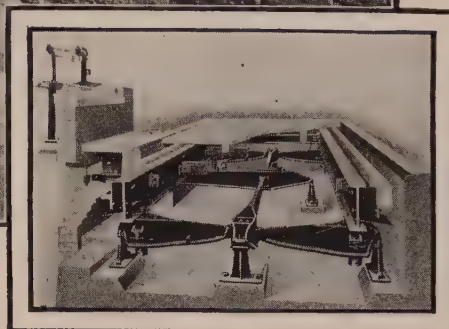
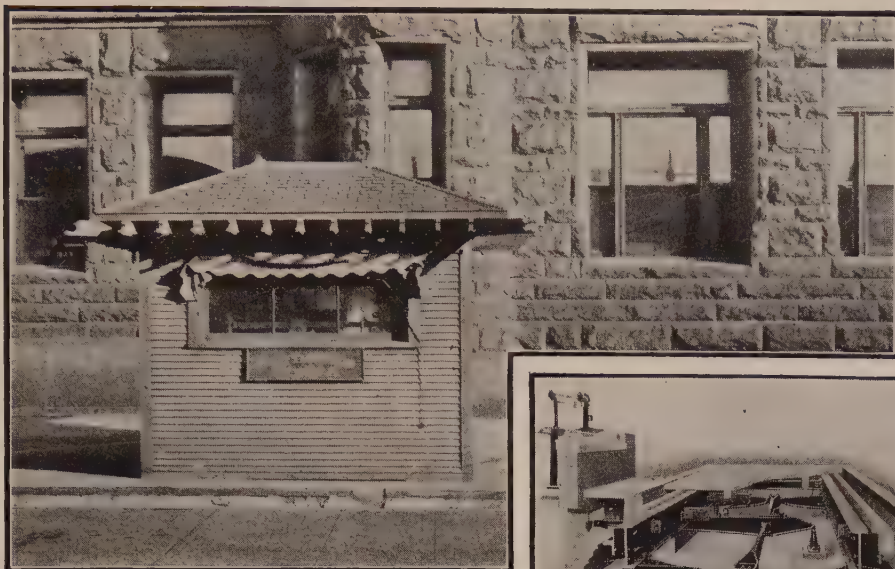


Latest type 11D Falk Double Reduction Elevator Head Drive including—

1. Falk Herringbone Gears;
2. Falk-Bibby Shock-absorbing coupling to motor;
3. Motor Base;
4. Falk High-Speed silent-roller backstop on pinion shaft which checks backward movement without the least shock or jar **before it begins**;
5. Extended shaft for head pulley;
6. Falk special universal outboard bearing with easy vertical adjustment by means of a single jack screw.

The Falk Corporation

Milwaukee



After 31 years —still a reliable scale

Everywhere you will find Fairbanks Scales that have a long record of sustained accuracy—scales like the municipal scale of the city of Minneapolis, Minn., illustrated above. For 31 years this scale has been pounded by an ever-increasing stream of traffic passing over it. It has been subjected to almost continual public weighing duty—yet only once during that time has it been in the shops for repairs.

Today the Fairbanks Scale is being built even more ruggedly than was this scale that has withstood such terrific punishment. The present day Fairbanks Auto-Truck Scale is *all* that its name implies—a scale expressly built to cope with the severe conditions that are

today imposed by the auto truck with its heavier, more concentrated load and its crushing impact on the scale platform.

In building it, Fairbanks Scale engineers turned away from the wagon scale principle and adopted the railroad track scale construction—incorporating features that have been tested in hundreds of Fairbanks Type “S” Track Scales and in Type “S” Grain Hopper Scales.

The illustration of the mechanical construction shows a new conception of ruggedness and fine workmanship in auto-truck scale construction. Let us send you full details on this finer scale. Use the coupon.

FAIRBANKS SCALES

New York
Broome and Lafayette Sts.

Preferred the



World Over

Chicago
900 S. Wabash Ave.

And 40 other principal cities in the United States

“A Service Station at Each House”

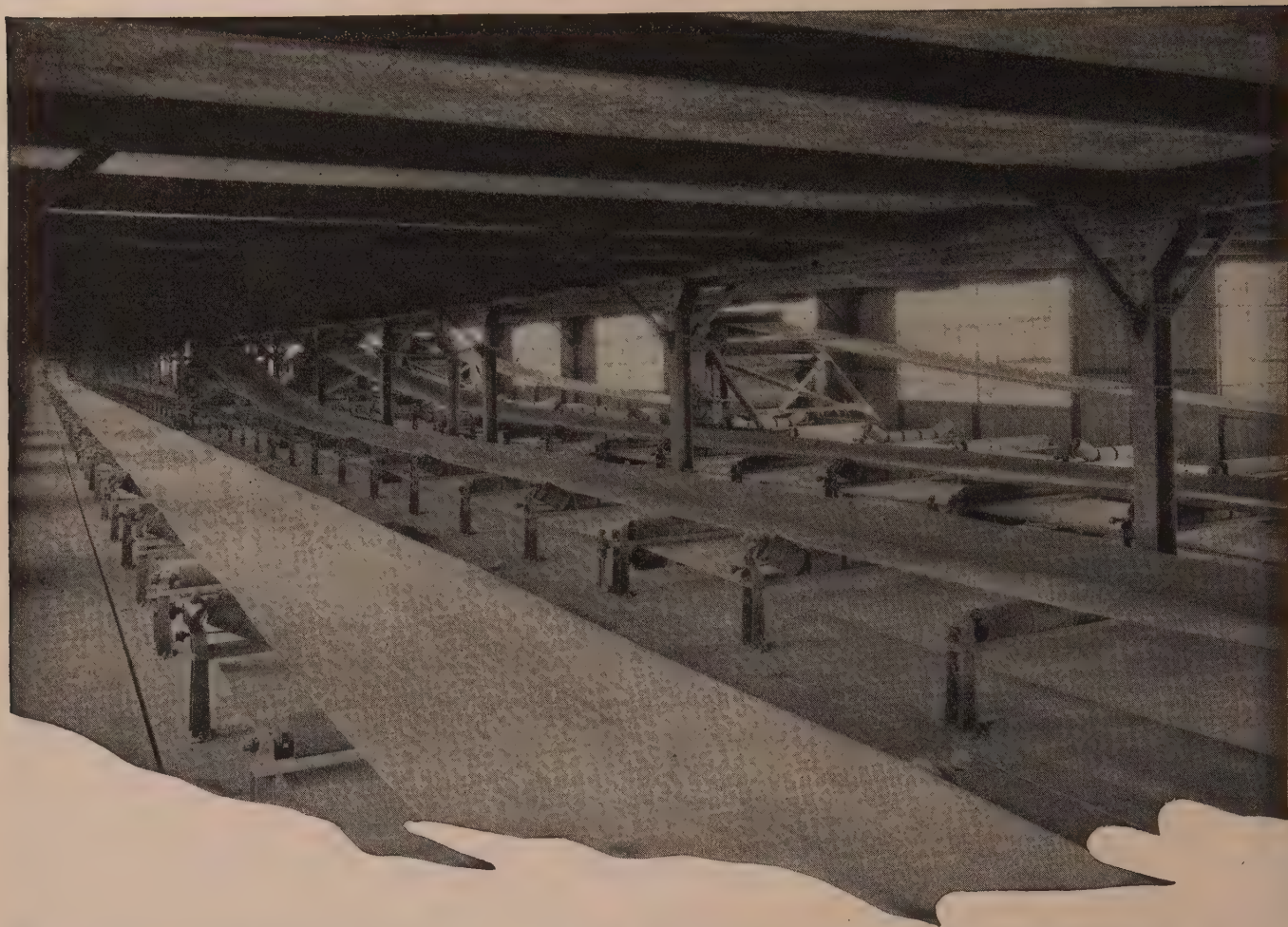
FAIRBANKS SCALES,
Broome and Lafayette Sts., New York.
900 S. Wabash Ave., Chicago.

(Mail to nearest address)

ASA301.5-2105

Please send me full description and specifications of Type “S” Auto-Truck Scale.

Name
Street
City..... State.....



The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

looked upon as headquarters for grain handling machinery.

Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

THE WEBSTER MFG. COMPANY

4500-4560 Cortland Street

CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

WEBSTER



Each Pin Rotates in Actual Service

SEE the fingers in the act of turning the pin? That is what actually takes place when the drive is in operation.

It means long life to the drive—sustained efficiency—because it eliminates wear in the vital part of the link, the eye of the link, by confining it to the inside of the hardened bushings and the outside of the hardened pin. Just a good old-fashioned principle—but it works.

Thousands of Link-Belt Silent Chain Drives in every power transmission service, are proof positive that this is the correct construction for quiet running, efficient performance.

The full particulars are in Data Book No. 125—sent on request. Drives from $\frac{1}{2}$ to 10 H. P. carried in stock throughout the country.

2725

LINK-BELT COMPANY
PHILADELPHIA

2045 Hunting Park Ave.

INDIANAPOLIS, P. O. Box 85

CHICAGO, 300 W. Pershing Road

Ashland, Ky. - - - - -
V. P. Dalmas & Co., 100 W. Winchester Ave.
Atlanta, 610 Citizens & Southern Bank Bldg.
Birmingham, Ala. - 720 Brown-Marx Bldg.
Boston - - - - - 49 Federal St.
Buffalo - - - - - 554 Ellicott Square

Charlotte, N. C. - - - - -
J. S. Cothran, 909 Com'l Bank Bldg.
Cleveland - - - - - 527 Rockefeller Bldg.
Denver - - - - - 520 Boston Bldg.
Detroit - - - - - 5938 Linsdale Ave.
Huntington, W. Va. - Robson-Frithard Bldg.

Kansas City, Mo., R. 436, 1002 Baltimore Ave.
Louisville, Ky. - - - - - 321 Starks Bldg.
Milwaukee - Room 1403 - 425 E. Water St.
Minneapolis, Minn. - - - - -
Link-Belt Supply Co., 418 S. Third St.
New Orleans - 504 New Orleans Bank Bldg.

New Orleans - - - - - 733 Tchoupitoulas St.
Whitney Sup. Co. Ltd., 2676 Woolworth Bldg.
New York - - - - - 335 Fifth Ave.
Pittsburgh - - - - - 3638 Olive St.
St. Louis - - - - - 826 Second Nat'l Bank Bldg.

LINK-BELT LIMITED—Montreal, 10 Gauvin Lane; Toronto 2, Wellington and Peter Sts.
H. W. CALDWELL & SON CO.—Chicago, 1700 S. Western Ave.; Dallas, Texas, 810 Main St.; New York, 2676 Woolworth Bldg.
LINK-BELT MEESE & GOTTFRIED CO.—San Francisco, 19th and Harrison Sts.; Los Angeles, 361-369 Anderson St.; Seattle, 820 First Ave., S.
Portland, Ore., 67 Front St.; Oakland, Calif., 526 Third St.; Fresno, Calif., 215 Brix Bldg.

LINK-BELT

Efficient Silent Chain Drives

GRAIN U ELEVATOR S MACHINERY

The United States line includes all equipment for the economical, simple and convenient operation of all grain elevators.

You may need one or more of the following items. Immediate shipment.

Corn Shellers
Grain Cleaners
Manlifts
Chain Feeders
Overhead Dumps
Steel Shaker Feeders
Dump Irons

Dump Door Lifters
Steel Spouting
Cob Spouts
Dust Spouts
Pulleys
Rope

Bearings
Elevator Heads
Elevator Buckets
Belting
Flexible Spouts
Sprockets
Sheaves

Or what do you need?

The U. S. Self Contained All Steel Distributor is not a good mixer but has many friends by reason of its quiet, unassuming manner of saving labor, time, space and grain. A dirty cupola is good fire assurance.

Constant XX Century Corporation Bloomington, Ill.

Eastern Representatives: Grain and Coal Dealers Supply Co.
SIDNEY, OHIO




Use

DIXON'S Silica-Graphite PAINT

For the economical protection of all exposed metal or wood work.
Judge paint by the years of service obtainable and not by the cost per gallon.
Dixon's Paint is known as the long service paint. Records of from five to ten years are obtainable due to its wear-resisting pigment, flake silica-graphite.
Write now for Booklet 15-B, and learn how you may reduce your paint costs.

Joseph Dixon Crucible Company
JERSEY CITY, N. J.
Established 1827




SUPERIOR ELEVATOR CUPS

Are the most efficient on the market.

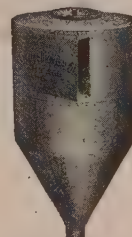
There is a reason.

These big Elevators know from experience

Western Maryland Ry. Co. . . . Baltimore
Port of New Orleans New Orleans
Santa Fe Elev. "A" Argentine, Kans.
C. H. & D. Elevator Toledo, O.
East Side Iron Elev. Toledo, O.
Strauss Co., Inc. Portland, Ore.

Write us for full information and free cup.

K. I. WILLIS CORPORATION
MOLINE ILLINOIS



We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

Write us for particulars.

Cyclone Blow Pipe Co.

2542-52 W. 21st St. Chicago, Ill.

Grain Mktg. Co.
Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co.,
Plants
B. & O. Elevator
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kans as City
Capitol Elevator
Dulut Minn.

Figure the cost installed *and you'll buy a* *Kewanee* *All Steel Truck Lift*

The price you pay for truck dumping equipment is *not the real cost* because the cost of installing it must also be considered. It is an actual fact that it costs as much to install some truck dumping devices as the dumps themselves cost.

The original price of a Kewanee may seem a trifle higher than for some other devices. But if you will figure the total cost—the cost of the device, plus the materials and labor to install it—you will find it actually **costs no more, and usually less than any other reliable make.**

And don't forget that the Kewanee is made with only one idea in mind—to make it the best possible. With it you get such features as:

Specially Built Compressor:

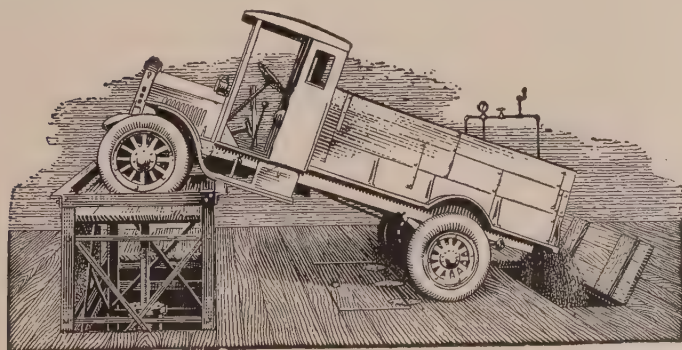
Built in our own factory with extra large bearings and extra heavy throughout and with interior, wearing parts Ford size, so that repairs can be had quickly and cheaply at any Ford service station.

Roller Bearing:

The lift frames slide up and down on steel roller bearings, insuring smooth, "jerkless" operation and requiring less air.

Fool Proof Safety Guard:

Automatically raises and surrounds the wheels before the lift rises. It's automatic—it can't be forgotten.



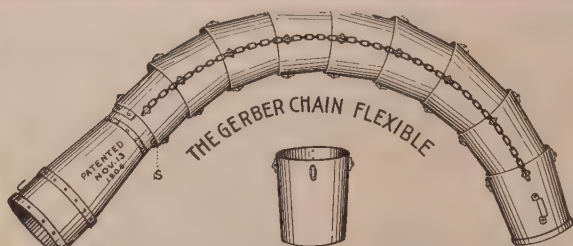
Ask for Special Plans

showing how trucks, wagons and sleds can be dumped into either side of a divided pit with one Kewanee Lift.

Kewanee Implement Company
Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co.
Kansas City

Northwest Distributors
R. R. Howell & Co.
Minneapolis



Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

GERBER

Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin.

You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.

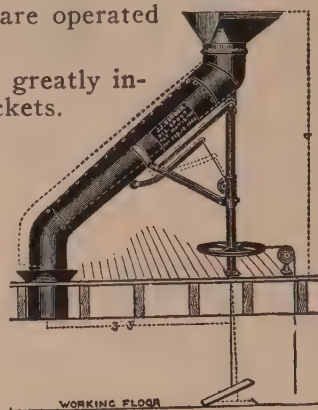


New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

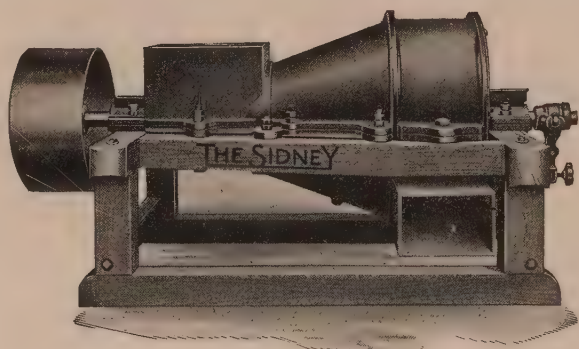
James J. Gerber

128 Sixth Ave. South

Minneapolis, Minn.



The Gerber No. 2 Distributing Spout.



Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.

Sidney, Ohio

Successors to Philip Smith Mfg. Co.

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

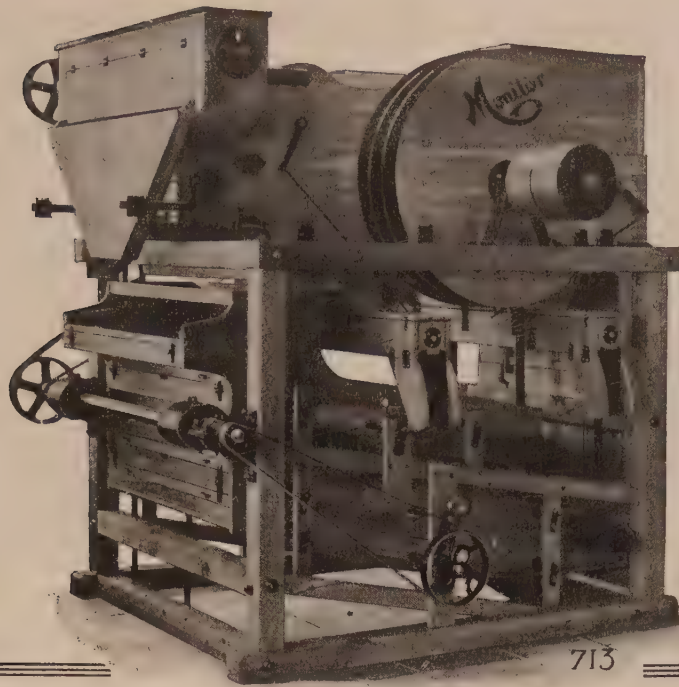
Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



The Hallet & Carey Elevator of Minneapolis, elsewhere described in this issue, has as its grain cleaning equipment
1 No. 7 MONITOR Oat Clipper.
1 No. 9A MONITOR Warehouse Separator.
1 No. 6A MONITOR Flax Separator.

713

Your Beans Will Sell

---at a Price Consistent with their Quality

A MONITOR Bean Polisher, Separator and Grader will give your beans quality. It will clean them thoroughly, remove splits and grade them to your market.

This work is done thoroughly in one operation, and at a very small cost per bushel.

The machine is thoroughly well built and is extremely durable.

Its sale and use increase every year which is, perhaps, the best recommend that could be given to it.

Why not use the right equipment which the MONITOR absolutely is?

Better write us today while you are thinking of it.

Huntley Manufacturing Company

Department B

Silver Creek, New York

(Eventually
Brocton, N. Y.)

Our Representatives at Your Service

Chicago, Ill.
A. D. McPherson,
411 Webster Bldg.

Kansas City, Mo.
F. J. Murphy, 732 Board
of Trade

Dayton, Ohio
W. B. Sutton, 337 W.
Hudson Ave.

Los Angeles, Calif.
McKain Mfg. Co.

High Point, N. C.
C. T. Burton, 103 Woodberry St.

Portland, Ore.
J. J. Ross Mill Furn. Co.

Minneapolis, Minn.
A. F. Shuler, 218 Iron
Exchange

San Francisco, Calif.
John R. Gray, Inc.,
723 Harrison St.

Vancouver, B. C.
Will Hill, 414 Seymour St.

Philadelphia, Penna.
C. Wilkinson, 6317 Lebanon Ave.

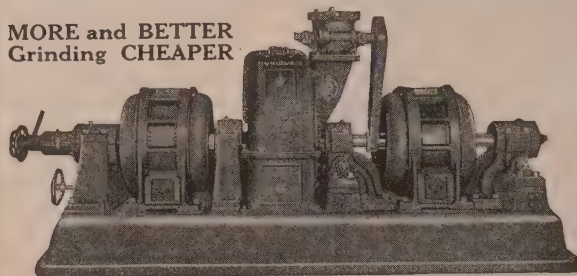
Seattle, Wash.
J. J. Ross Mill Furn. Co.

Rochester, N. Y.
B. L. Brooks, Powers Hotel.

Canadian Plant:
Tillsonburg, Ontario

*For Greatest Profit In
Feed Grinding, Employ The*
UNIQUE
BALL BEARING ATTRITION MILL

**MORE and BETTER
Grinding CHEAPER**



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

The "HALSTED"
HAS NO EQUAL



No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

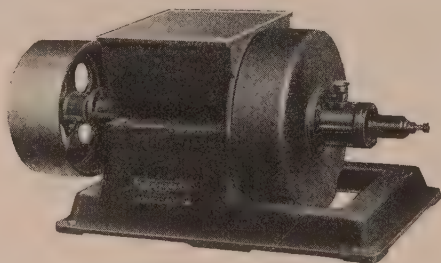
Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.

Incorporated

SYRACUSE, N. Y., U. S. A.

**DREADNAUGHT
EAR CORN CRUSHER**



SUPERIOR CONSTRUCTION

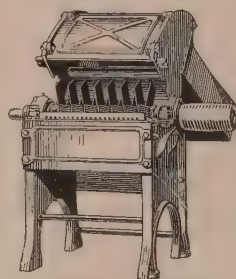
Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D.

BRYANT ENGINEERING COMPANY

PORT HURON, MICHIGAN

The W-W Hammer Type Feed Grinder



The World's Greatest Feed Grinder

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

Price \$150 to \$450

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Distributors Wanted.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.

**Belt or
Motor
Driven**



**A
Gruendler**

WHIRL-BEATER

**produces a better feed
with less power**

Send for illustrated literature
and list of users

**GRUENDLER
Patent Crusher & Pulver-
izer Company**

948 N. 1st St. St. Louis, Mo.

HURRY

and Get Right with Your Insurance Man

WHY?

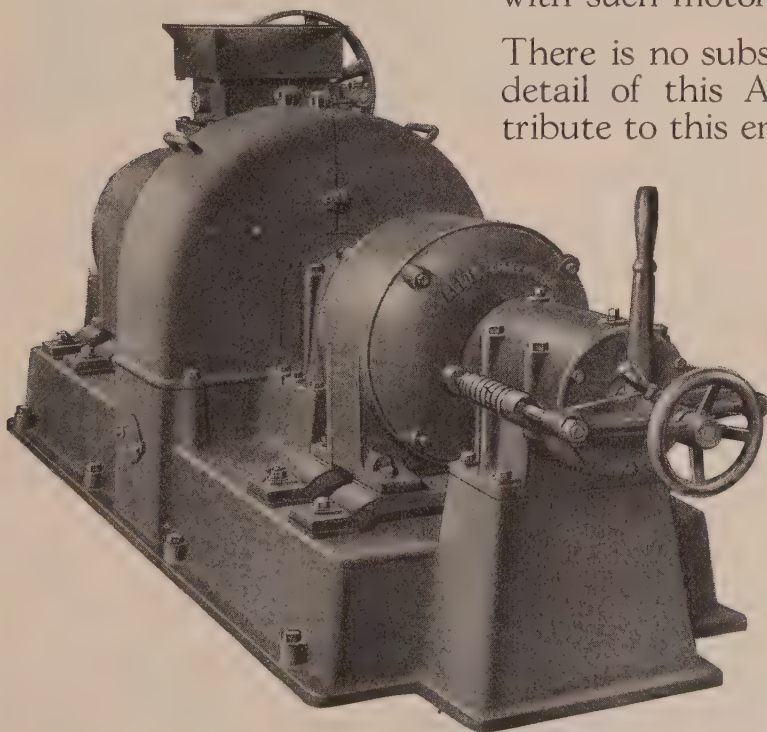
Because through years of impressive experience successful Millers have come to realize that the insurance man's recommendations pay dividends.

We bet with the Insurance Man that we are going to have a fire. He wagers we will not. If he sincerely believes he will lose, he will not gamble. When we do everything within our power to co-operate with him by following his standards of safety he frequently favors us with reduced insurance costs.

Now when the Mutual Fire Prevention Bureau makes a recommendation we are confident of the weight it carries. Recently the "Bureau" has said: "We are very strongly recommending the fully enclosed, self ventilated motor. This needs no further enclosure, and has proven very satisfactory in actual practice."

We are proud to say Allis-Chalmers Attrition Mills are powered with such motors — Allis-Chalmers Motors.

There is no substitute for results and every detail of this Attrition Mill had to contribute to this end.



We believe it is true in this case, as in that of our other products, that the Enclosed, Ventilated Motor Driven Attrition Mill is bought rather than sold.

Something is happening in the milling world—

May we have the privilege of telling you about these new producers?

Investigation pays!

ALLIS-CHALMERS MANUFACTURING COMPANY
MILWAUKEE, WISCONSIN. U.S.A.

Cover's Dust Protector

Rubber Protector. \$2.00
Sent postpaid on receipt
of price; or on trial to re-
sponsible parties. Has auto-
matic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario



McMillin Wagon & Truck Dump THE POWERFUL DUMP

Dumps either **WAGONS** or **TRUCKS**.

Handles either **SHORT** or **LONG-COUPLED** vehicles.

One dump door is all that is required regardless of length of vehicle.

By extending track the one device will dump into several dump doors. Can be operated by hand or power. **TWO HORSE** power motor is sufficient.

No mechanism under driveway floor.

Does not interfere with scales should dump be near or through scales.

Under full control of the operator at all times.

No delicate parts.

Rugged—Durable—Substantial—Practical
Many satisfied users.

For further information, address

L. J. McMILLIN

Board of Trade Bldg. Indianapolis, Ind.

CONE-SHAPE GRINDERS

It PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. Gr
N. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS Are now using

TYDEN CAR SEALS

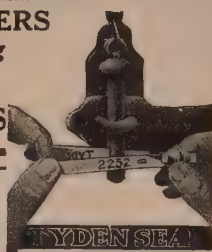
Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



When In Minneapolis Stay At The NEW NICOLLET HOTEL

Opposite Tourist Bureau on
Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or
connecting.
Every room an outside room.
Largest and Finest Ballroom
in Northwest.

Rates:

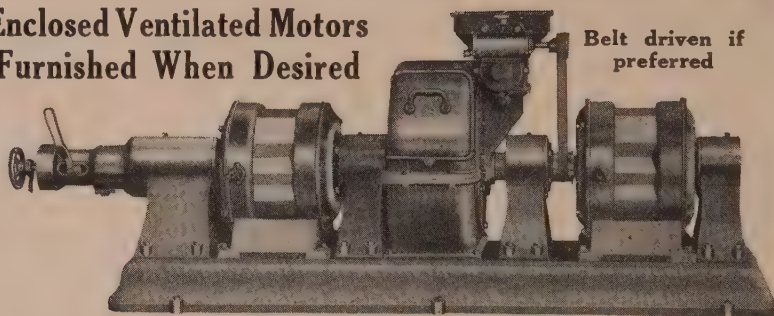
59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

Enclosed Ventilated Motors Furnished When Desired



Belt driven if preferred

Figure on the Net Cost Per Ton of Feed Ground

You get from 12 to 20 cents per cwt. for grinding feed regardless of what it costs to grind it. Therefore, the mill that grinds for the least cost per ton is the most profitable to own.

THE MONARCH BALL BEARING ATTRITION MILL

The Monarch Ball Bearing Attrition Mill, because of its complete ball bearing construction, its record for few repairs and the extra quality of grinding plates keeps the grinding cost per ton down to the minimum.

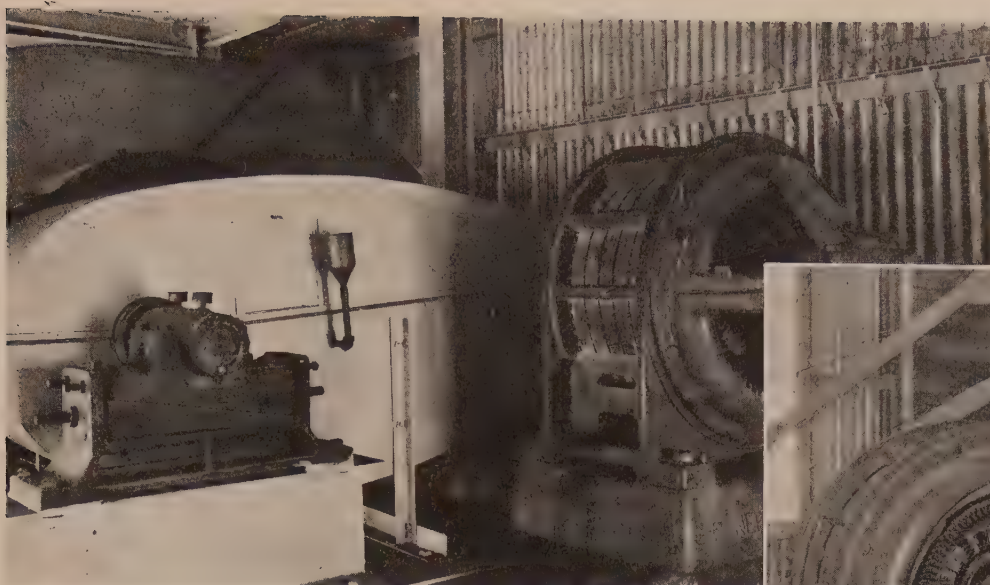
You should have a copy of our booklet
1-10 of attrition mill facts. Send for it.

SPROUT, WALDRON & CO.

1202 Sherman St., Muncy, Pa.

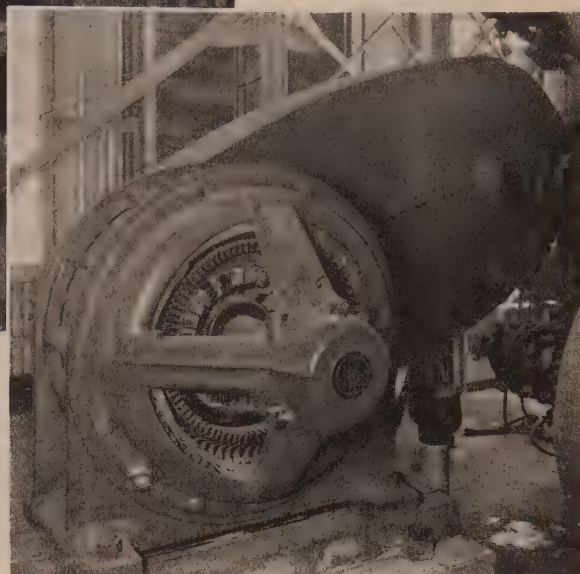
Chicago Office Kansas City Office San Francisco Office
9 S. Clinton St. 612 New England Bldg. 726 Harrison St.





150 H. P. Morse Silent Chain Drive—the first reduction of a double reduction drive on Lofter Leg of Sask. Co-op. Elevator, Buffalo, N. Y.

One of the two 100 H. P. Morse Silent Chain Drives from motors to ship shovels; Sask. Co-op. Elevator, Buffalo, N. Y. Driver, 730 r.p.m., Driven, 365 r.p.m.



Buying Power and using it—

Doubtless you have at some time investigated power costs and decided whether it was more economical for you to generate or buy power. But have you put as much thought on the transmission of that power to machines in your plant? Many factors such as H. P., speeds, available space, type of service, etc., combine to make the selection of a power drive an engineering problem.

Morse Transmission Engineers, with 15 and 20 years of experience, know how to

correctly apply the drive to the requirements. They have designed and installed over 6,000,000 H. P. of Morse Drives.

True economy is possible with Morse Silent Chain Drives—their Rocker-Joint action gives longer life and greater efficiency than other forms of transmission. One-tenth to 5,000 H. P., 6,000 to 250 r.p.m. and slower, ideal for short centers.

Your power problems will receive prompt attention at the nearest office below.

MORSE CHAIN CO., Ithaca, N. Y., U. S. A.

ATLANTA, GA.....702 Candler Bldg.
Earl F. Scott & Co.
BALTIMORE, MD....1002 Lexington Bldg.
BIRMINGHAM, ALA.
Moore-Handley Hdwe. Co.
BOSTON, MASS.....141 Milk St.
BUFFALO, N. Y....Ellicott Square Building
CHARLOTTE, N. C.
404 Commercial Bank Bldg.
CHICAGO, ILL.....112 W. Adams St.
CLEVELAND, OHIO....421 Engineers Bldg.
DENVER, COLO.....211 Ideal Bldg.

DETROIT, MICH.....7601 Central Ave.
LOUISVILLE, KY.....516 W. Main St.
E. D. Morton Co.
MINNEAPOLIS, MINN.....413 Third St.
Strong-Scott Mfg. Co.
NEW ORLEANS, LA.
Queen & Crescent Bldg., 334 Camp St.
A. M. Lockett & Co., Ltd.

NEW YORK, N. Y.....50 Church St.
OMAHA, NEB.....727 W. O. W. Bldg.
D. H. Braymer Equipt. Co.
PHILADELPHIA, PA.
803 Peoples Bank Bldg.
PITTSBURGH, PA....Westinghouse Bldg.
SAN FRANCISCO, CALIF., Monadnock Bldg.
ST. LOUIS, MO. 2137 Railway Exchange Bldg.
TORONTO, 2, ONT., CAN..50 Front Street E.
Strong-Scott Mfg. Co.
WINNIPEG, MAN., CAN.....Dufferin St.
Strong-Scott Mfg. Co.

MORSE

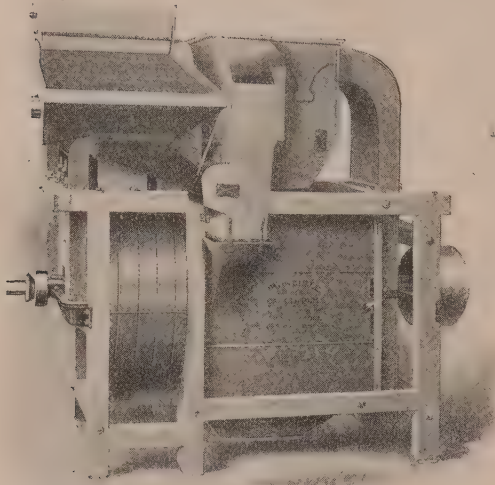


DRIVES

THE MORSE
"ROCKER JOINT"



"Eureka"—"Invincible" Grain Cleaning Machinery



HEAVY RAINS WILL MEAN—

Leggy, Sprouted Wheat—
Rusty Oats and Soft Corn

The Best Salvage Machinery--

Corn and Grains:

Drying with the "Invincible-Rolfe"
Dryer.

Wheat and Oats:

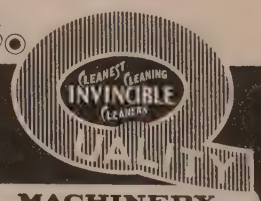
Scouring or Clipping on "Eureka" or "Invincible" Machines.

Write Us for Details



S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

GRAIN ELEVATOR BUILDERS



Folwell-Sinks Form Lifting

JACKS and Steel Yokes

for Grain Elevator, Silo and
Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.
WAUKEGAN, ILL.

Patented

Younglove Construction Company

Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

*"If Better Elevators are Built
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

418 Iowa Bldg.,
Sioux City, Iowa

Box 1172
Fargo, N. Dak.

L. D. Rosenbauer, Pres. L. W. Ledgerwood, Sec.
H. P. Roberts, V. Pres. A. E. Owens, Supt. Cons

Southwestern Engineering Company

Designers and Builders of

MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

C. T. Stevens

C. E. Roop

C. B. Barutio

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI

Weller Metal Pdts. Co.

Chicago Office Factory
505 Webster Bldg. Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices
W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

A. F. ROBERTS ERECTS FURNISHES

ELEVATORS
CORN MILLS
WAREHOUSES

PLANS
ESTIMATES
MACHINERY

SABETHA

KANSAS

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and Information promptly furnished

Wichita, Kansas

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If
in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

It is the returns from advertising that
permits the maximum of service to our
readers. Please specify the *Grain
Dealers Journal* when writing an
advertiser.

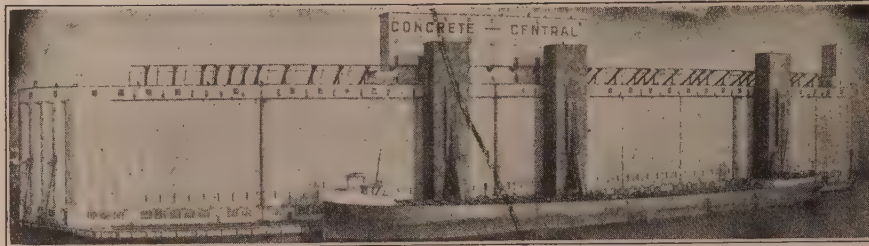
- First in Enterprise!
- First in Advertising!
- First in Circulation!
- First in News!

The Grain Dealers Journal

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you
help it to more efficient work in improving grain trade conditions.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by
James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



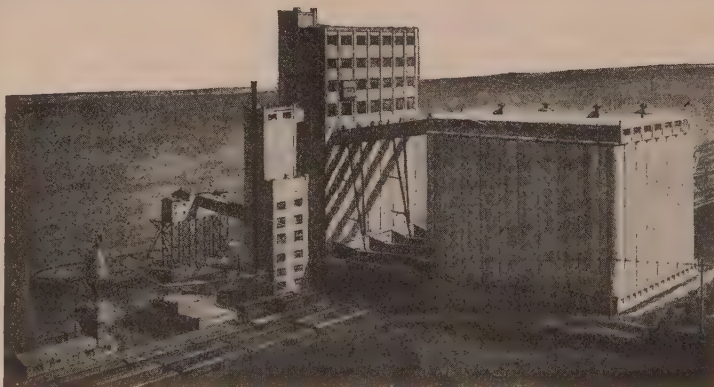
One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



Missouri Pacific Railroad Co.

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

DESIGNED AND BUILT BY

Folwell-Ahlskog Co.

Engineers and Constructors

323 N. Michigan Ave.

Chicago, Ill.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 54 St. Francois Xavier St., Montreal 837 W. Hastings St., Vancouver, B. C.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

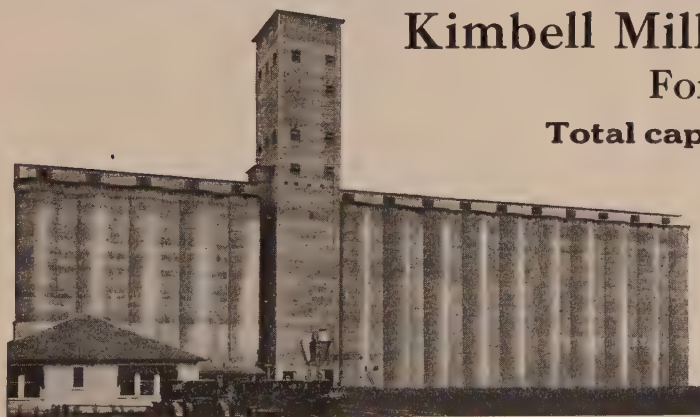
BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Kimbell Milling Company Elevator

Fort Worth, Texas

Total capacity 1,100,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit 250,000 bus. storage completed 1925; third unit 300,000 bus. storage (not shown in engraving) now under construction.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Bldg. Kansas City, Mo.



DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

There's a Reason

The Day Company

Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.

McKenzie-Hague Co.

*Engineers
Contractors*

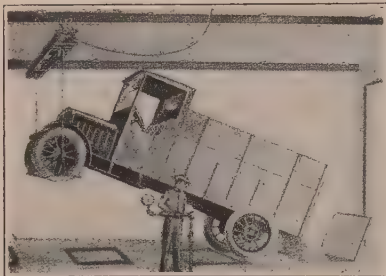
Minneapolis, Minn.



Hallett & Carey Co. Elevator
Minneapolis, Minn.

Completed August 1, 1926

STONE'S VEHICLE DUMP



Adjustable to all conditions.
Will dump any size wagon or truck, either long or short, wide or narrow.
Can be used with or without scales.
You can drive on from either end of driveway.
Being portable, will dump into any number of sinks.
Located above driveway, reserving all space below for the storage of grain.
Operated by one man.
Is strong and substantially constructed, entirely of steel.
Will last a lifetime.
Operated by compressed air.
You do not have to close your elevator to install a Stone's Vehicle Dump, as it is complete and is placed in your driveway like a piece of furniture in your home—without the expense of building a house around it.



R. C. STONE ENGINEERING CO., 806 N. Commercial St., ST. LOUIS, MO.



THE NEW BADGER CAR MOVER

30 DAYS'
FREE
TRIAL

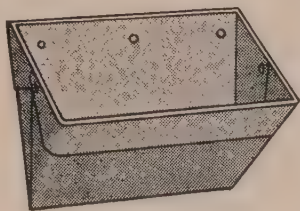
Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant,

THE ADVANCE CAR MOVER CO., APPLETON, WIS.

Premier "V" Type Elevator Buckets



The strongest bucket made, unequalled for rigidity and wear. Made from one piece of steel with an extra deep fold at front and back and lap at ends riveted with two or more rivets.

Any required bushels per hour capacity can be secured with

PREMIER buckets at a lower first cost of installation than any other type of bucket and cost of upkeep is in the same proportion.

For future reference you should have in your files a copy of our tables giving the capacity in bushels per hour of Premier "V" buckets when used with head pulleys from 24 inches to 84 inches in diameter. Other valuable information is included regarding the correct design and dimensions of elevator heads, etc.

Write us at once for a copy.

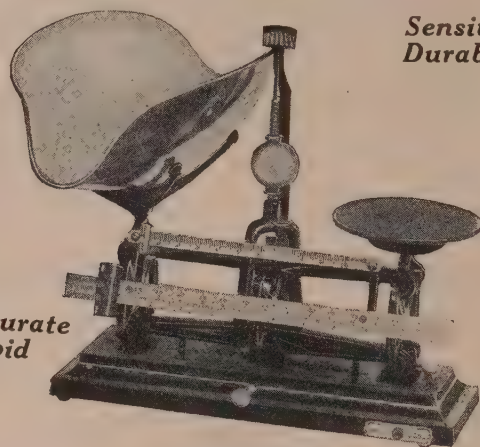
We also manufacture Steel Elevator Heads, Boots, Legging, Flexible Spouting, Boot Tanks, Conveyor Boxes and all other equipment for Grain Elevators that can be made from steel.

The Sheet Metal Products Co.

1645-55 Cleveland Avenue
KANSAS CITY, MO.

Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.



*Sensitive
Durable*

*Accurate
Rapid*

No. 6200

FOR QUICK AND ACCURATE DETERMINATIONS of Wheat, Grain, Oats, Rye, Etc., Etc.

1. TEST WEIGHT PER BUSHEL
2. DOCKAGE
3. WEIGHT FOR MOISTURE TEST
4. DAMAGED KERNELS

THE TORSION BALANCE CO.

New York
92 Reade St.

Chicago
31 W. Lake St.

San Francisco
49 California St.

Coal Sales Book

For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

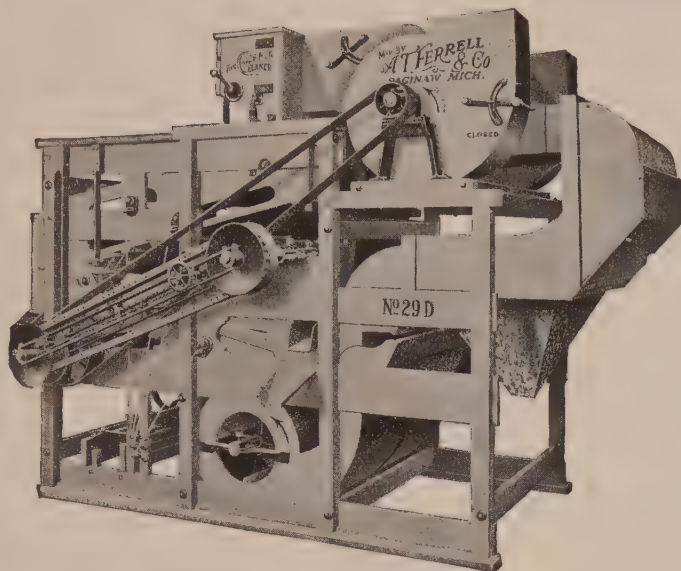
It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price \$3.00.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

"CLIPPER" CLEANERS EXCEL FOR EVERY GRAIN OR SEED CLEANING PURPOSE

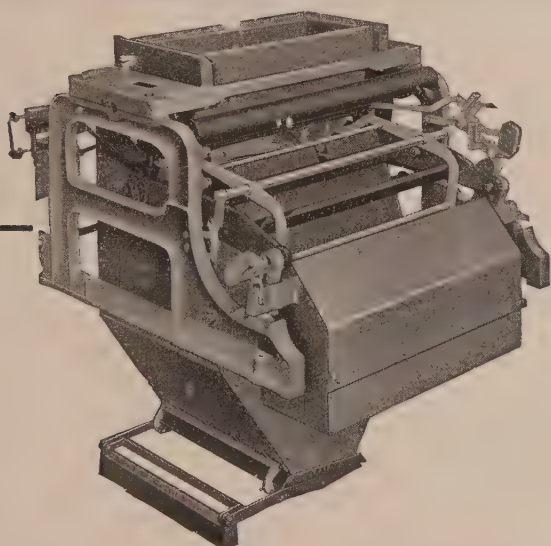


Construction and Attachments which enable
Clipper Cleaners to continue in the lead:

- Variable Air Regulator
- Variable Screen Shake
- Improved Screen Holders
- Ball Bearing Suction Fans
- Ball Bearing Loose Pulley
- Bearing Eccentrics
- Brush Carrier Adjustment
- New Type Cross Head for Traveling Brush Drive
- Air Valve Regulator for Exhaust Fans
- Sensitive, Positive Air Regulators on Exhaust Fans

Catalog and full description upon request

A. T. FERRELL & COMPANY, Saginaw, W. S., Mich.



The Richardson Automatic Grain Shipping Scale

at St. Louis is weighing under official supervision, and the results have been accurate within 1/54 of 1%. Nine car-loads taken at random (729,000 lbs.) show an error of only 135 lbs.

Install a RICHARDSON Fully Automatic Scale in YOUR elevator. Thousands in use all over the country

Claims are paid when Richardson-weighed

Richardson Scale Company
Clifton, New Jersey

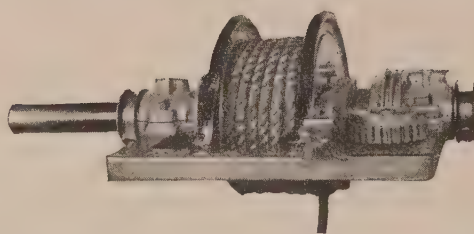
Chicago

Omaha

Minneapolis

Wichita

WELLER POWER SHOVEL



Easy to Install—Easy to Operate
Positive in Action — Pulls at Any Point

No Counterweights or Counterweight Ropes
Required. Shipped Ready to Install.



WE MAKE
A COMPLETE LINE OF
Grain Handling Equipment

Send us your inquiries

WELLER MFG. CO.
1820-1856 N. Kostner Ave.
CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHERN IOWA—Elevator property for sale in good territory and an old established business. Price very reasonable. Address 56L1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—30,000 bu. grain elevator located in Champaign County, good condition. Selling on account of death of owner. Address 57R4, Grain Dealers Journal, Chicago, Ill.

INDIANA—35,000 bu. concrete elevator for sale and 30x120 warehouse; side lines flour, feed, seed, fertilizer. Have other interests. Priced to sell. Address 57T1, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—Concrete elevator for sale, built in 1919, 50,000 bus. capacity; also double corn crib, 2,000 bus. capacity; hog house and two vacant lots. For further information inquire of W. M. Dahnke, Tilden, Nebr.

FOR SALE AT LESS THAN HALF PRICE—INDIANA grain and coal business, modern, in fine location, good railroad facilities. Good prospect for corn crop. A real elevator as well as a real bargain. Address 57T13, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—45,000 bu. cribbed elevator for sale on C. & A. R. R. Fine side line business; modern equipment; good agricultural section with large territory. Only elevator in town. Priced for quick sale. Address 57T11, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN elevator for sale, located in bean district; handles grain, beans, feed, coal, cement, fertilizer and other side lines; on private property including residence. A money maker. Good reason for selling. Address 57R8, Grain Dealers Journal, Chicago, Ill.

SOUTHEASTERN NEBRASKA—Two modern grain elevators for sale; electric power; first class condition; clean competition. Can be handled from one point by manager and helper. A wonderful business opportunity for the right man. Any reasonable terms. Address 57U2, Grain Dealers Journal, Chicago, Ill.

N. E. OKLAHOMA—20,000 bu. elevator and feed mill for sale; transit privileges; two railroads; electric power; crop failure unknown; one other elevator; good competition; usually handle 100,000 bus. of grain. Well established and a money maker. Address 57U16, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

TWO CENTRAL ILLINOIS grain elevators for sale, capacity 25,000 and 22,500 bus., also 80,000 bu. extra oats storage. Located on I. C. Ry. in best grain section of state; electric power; Randolph Drier; both houses and equipment in excellent condition; special storage rates on oats and corn; 260,000 bus. grain handled annually. Must be sold together. In order to close an estate this property will be sold at a low price for quick sale. Address 57S1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE

SCOTIA, NEBRASKA—Scotia Grain & Supply Co. offers for sale a 25,000 bu. tile grain elevator, also a \$10,000 stock of hardware and implements. Only elevator in town. Address Louis Bremer, Scotia, Nebraska.

CENTRAL ILLINOIS—20,000 bu. cribbed elevator for sale, coal business in connection. Everything in excellent repair. Doing dandy business. Big crop to handle. \$8,500 if sold quick; good terms. Address 57U9, Grain Dealers Journal, Chicago, Illinois.

NORTHERN ILLINOIS—Seven grain elevators for sale with coal, fence, lumber and building supply yards at small stations, good proposition, reasonably priced, no trades. Will sell one or more or all together. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

NORTHWESTERN OHIO—Modern electrically equipped grain elevator for sale, also flour and feed warehouse. Doing good wholesale and retail business. Modern equipment for handling coal. Ample territory in best grain section. Write 57R19, Grain Dealers Journal, Chicago, Ill.

SOUTHEASTERN INDIANA—Splendid business opportunity for energetic party wishing to engage in the grain, feed and coal business. Three elevators, active and doing good business, located so all can be handled from central office. Attractive price to interested party. Address 57U18, Grain Dealers Journal, Chicago, Ill.

S. W. MINNESOTA—35,000 bu. elevator for sale, all newly repaired, new 10 ton Howe scale and Kewanee all steel truck lift. Electric power; large corn crib; farm implement and coal sheds; good condition; fine agricultural section. Account of age desire to retire. Address 57T9, Grain Dealers Journal, Chicago, Ill.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

TEXAS—New concrete Head House for sale, erected in 1922; 3 big legs, 2 big hopper scales, modern equipment. Can handle 40,000 to 50,000 bus. per day. Concrete tanks connected with capacity 220,000 bus. and iron-clad elevator 100,000 bus. Total elevator capacity more than 350,000; warehouses, 100,000. Located 3 blocks from business center at Wichita Falls, Texas. Fine transit privileges. Will sell full of wheat or empty. Priced low. J. C. Hunt Grain Company, Wichita Falls, Texas.

ELEVATORS WANTED

WANT TO BUY an elevator in Iowa doing a good grain business. Address P. O. Box No. 145, Churdan, Iowa.

LOAN WANTED.

WANT loan of \$5,000 or \$6,000 on Kansas 13,000 bu. ironclad elevator, on Santa Fe leased ground and on new Santa Fe Trail; built a year ago; Globe air dump, manlift, feed grinder, sheller and cleaner, auto, scale, tractor for power, 1,000 bu. steel tank for dust and shuck bin. Want loan for expansion of property. Write 57T12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

WE HAVE A LIST of good elevators throughout Indiana at real worth-while prices. Write or wire us your wishes at 602 Board of Trade, Indianapolis, Ind. Will meet you any time by appointment. John McComas.

BUSINESS OPPORTUNITIES.

AN ELEVATOR OPPORTUNITY—We have a fine elevator proposition for the right man. Foundation and pit ready to build on. Own plenty of ground on Rock Island trackage. Fine implement, coal and feed business in connection. One of the best towns of 5,000 population in Oklahoma. Fine crops of corn, kafir, wheat and cotton. Only one elevator in town. Address Farmer's Milling & Supply Co., Elk City, Okla.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

MILLS FOR SALE.

DUNCAN, ARIZONA—New XX Century 50-bbl. mill complete, also 25,000 bu. steel storage tank, in midst of wheat producing country. Will sell at a bargain. Excellent reasons for doing so. Address Gouley Burcham, Tucson, Ariz.

MILL FOR SALE OR LEASE.

ILLINOIS—Well equipped 200 bbl. steam flour mill for sale or lease, on own ground. Ample storage, elevator connection. CB&Q and Wabash RRs. Good opportunity for mixed feed plant. Will pay to investigate. Address Golden Elevator & Mill Co., Golden, Ill.

PARTNER WANTED.

PARTNER wanted for 40,000 bu. elevator in West Central Illinois; electric power; on private ground. Write Box 47, Warsaw, Ill.

STEEL TANK AND SITE FOR SALE

KANSAS—40,000 bu. steel grain tank and elevator site for sale at Ellinwood, Kas. The Walnut Creek Milling Co., Great Bend, Kansas.

STEEL FOR SALE.

STRUCTURAL STEEL suitable for Track Scale for sale. Description: Strait Scale Co. Type "D," 100 ton Beam Capacity, 4 sections, 60 tons each section, size 50 feet. Price \$750 f.o.b. Milwaukee, subject to prior sale. This steel has been stored under cover and is free from any corrosion, having been painted when it was delivered to us.

Bernhard Stern & Sons,
315 Court St., Milwaukee, Wis.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

SITUATION WANTED

POSITION wanted by young married man as manager or assistant of Farmers Co.; under-stand grain books. S. B. Henjun, LeRoy, Minn.

POSITION wanted as manager or solicitor, either local or traveling, with some good grain firm; best of references furnished. Address 789, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as office mgr. or book-keeper in Grain Elevator Co.; 26 yrs. old; 2 yrs. grain experience and 4 yrs. office accounting. Best ref. N. W. Ohio preferred. Address Richard, 1042 Fernwood, Toledo, Ohio.

POSITION wanted by married man with 15 years' experience as manager of country elevators with sidelines. Can begin work on short notice. Best of references. Address 57U7, Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

Tripling Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index, \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

Sales, Shipments & Returns, a combined sales and shipping ledger, providing spaces for complete detailed information regarding returns from each shipment; 80 double pages, each page containing space for recording 29 shipments. Soiled from being used as printer's sample. Price \$1.75 f. o. b. Chicago. Order Special 14AA.

GRAIN DEALERS JOURNAL,
309 S. LaSalle St., Chicago, Ill.

MACHINERY WANTED.

WANTED—Horizontal Dry Feed Mixer, good condition, 500 to 600 lb. capacity. Address 57T20, Grain Dealers Journal, Chicago, Ill.

WANTED—24" motor driven attrition feed mill, Monarch preferred. Also good corn cracker and grader. Give full information and best price. Address Jay Grain Co., Elwood, Ind.

WANTED—Used hammer mill in first class running order and condition with capacity of snap corn 2,500 to 5,000 lbs. per hour. Also 12 or 15 hp. motor. C. P. Myers, Harrison, Ark.

ENGINES FOR SALE

USED ENGINES FOR SALE—15 hp. type Z Fairbanks, good condition; 10 hp. type Y Fairbanks, excellent condition; 15 hp. Otto, good as new; 10 hp. Otto, excellent condition. R. M. Van Ness Construction Co., Omaha, Nebr.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

MOTORS.

USED ELECTRIC MOTORS bought and sold. Write us for list and description of our present stock. R. M. Van Ness Construction Co., Grain Exchange, Omaha, Nebr.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

INFORMATION BURO.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—New Fairbanks 10033 Automatic Scale, capacity 1,000 bushels per hour. Address L. W. Bicknell, Webster, S. D.

FOR SALE—One 50 foot, 100 ton, type registering beam. Fairbanks Track Scale in first class condition. Price \$800.00. Address 57S3, Grain Dealers Journal, Chicago, Ill.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES FOR SALE OR TRADE.

FOR SALE OR TRADE—60,000 lb. Howe hopper scale. O. Koch, Hutchinson, Kansas.

SCALES WANTED.

USED AUTOMATIC SCALES wanted. State make, capacity, time used, condition, price and terms of sale. The Sedalia Grain & Lumber Co., Sedalia, Ohio.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

Use Universal Grain Code

and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4½x7½ inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.

MACHINES FOR SALE

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

FOR SALE—One 40 hp. special slow speed electric motor, one No. 3 Jay Bee Feed Pulverizer, one Gibson Combination Oat Crusher and Corn Cracker. None of these machines operated over six months and all in perfect condition. An elevator closed down here which we purchased and are dismantling, hence this offer. THE BROOKS CO., Ft. Scott, Kansas.

FOR QUICK SALE

One Wolf-Dawson Wheat Washer.
Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.
One 24 inch attrition mill, same as above.
Standard Mill Supply Co.,
501 Waldheim Bldg., Kansas City, Mo.

MACHINERY FOR SALE.

ATTRITION MILLS: 20, 22 and 24-in. motor-driven Monarch Mills; 124-in. Bauer Bros. single head mill with 40-hp. motor; 18-in. B. B. Dreadnaught; 18-in. Halsted; 16-in. B. B. Unique Attrition Mills.

9x24 3 high Allis Feed Mill; 7x18 3 high Nordyke & Marmon LePage Cut; 2 high 9x24 B. B. Unique LePage Cut. Clipper Seed Cleaner; Buckwheat Cleaner; Buckwheat Shucker; Crushers; Corn Shellers; 1000-lb. Vertical Batch Mixer; Clutches; Pulleys; Tighteners; 37½-hp. Fairbanks-Morse type Y style V Oil Engine. 1 car loader; 1 power shovel and 1 car puller. Everything for the elevator or feed mill. A. D. Hughes Co., Wayland, Mich.

MACHINERY BARGAINS.

The following machinery taken from the plant of the Wentworth Milling Co., which is being dismantled to be used as a warehouse, is offered at attractive prices for quick sale:

- 1 9x36 double stand Allis-Chalmers Roller Mill, with LaPage Cut Corrugation, one side for cracking corn, other for crushing oats.
- 2 9x18, double stands Allis-Chalmers Roller Mills, fine corrugation.
- 1 No. 1 Invincible Corn Scourer, first class condition.
- 1 Invincible Grain Cleaner, double fans for 2000 bu. capacity, complete with cyclone and pipes attached to machine and also screens for all kind of grains.
- 6 Beal Aspirators 14" diameter in A1. condition.
- 1 Niagara Aspirator 30" in diameter complete with fan & dust collector.
- 6 Draver Feeders brand new size, 85B.
- 1 Master Drive with reducing gears brand new.
- 4 Scalping Shoes 36x96, make of B. F. Gump slightly used.
- 1 12" Screw conveyor complete with box for mixing purposes.
- 19 Elevator Boots and heads, legs, pulleys, belting and buckets for same.
- 1 Magnetic separator, A1. condition.
- 1 Belt tightener complete with double screw on same.
- 1 Buffalo Hopper Scale, 40,000 lb. capacity.

Above machinery in excellent condition; shipment can be made immediately. Write or wire for prices.

S. LEAVITT.

1218 South Laflin St. Chicago, Ill.

MACHINES FOR SALE

ATTRITION MILL—One 24 inch. double head Bauer ball bearing motor driven attrition mill for sale. Address 129 Box, Van Wert, Ohio.

FOR SALE—Two pair high 9x18" roller feed mill, guaranteed in A1 condition. Price \$100. Address E. W. Eaton, Madison Lake, Minn.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

WESTERN CAR PULLER for sale, five car capacity, complete with rope, double sheave and hook. In excellent condition. Price \$125. Kern Kirtley & Herr Co., Lebanon, Ind.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

THREE BLOWERS for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

THREE THOUSAND feet 30" four ply rubber belting for \$1.00 per foot, Kansas City.

SIX FAIRBANKS Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., Box 6406, Sheffield, Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

YOUR NAME

where every progressive grain dealer will see it, will convince them you are in business today.

That is in the

Grain Dealers Journal
OF CHICAGO

HELPFUL BOOKS FOR CARLOT GRAIN HANDLERS.

Clark's Decimal Wheat Values cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

Purchase and Sale Contracts gives a quick reference to Purchases and Sales. The Purchases being recorded on the left hand page and Sales on the right so user can quickly determine if he is long or short. Bound in tan canvas, 100 double pages size 8½x14 ins. Order Form 18 P&S. Price \$3.00. Weight 2½ lbs.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Confirmation Blanks, Triplicating, will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5½x8 inches. Order Form 6CB, 90 cents. Weight 9 ounces.

Railroad Claim Blanks require little of your time for filing and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase returns and expedite settlements by facilitating the proving of claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

Form B—Loss in Market Value Due to Delay in Transit.

Form C—Loss in Quality Due to Delay in Transit.

Form D—Loss in Market Value Due to Delay in Furnishing Cars.

Form E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in books of 100 originals and 100 duplicates, with two-page index and summary, instructions and four sheets of carbon. The original is sent to the claim agent, and carbon copy remains in the book, as a record of claim to be followed up. The five forms are well bound in three books:

- 411-A contains 100 sets all Form A.
- 411-E contains 100 sets all Form E.
- 411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E.
- Each book weighs 2 lbs. 1 oz. Price \$2.00, f. o. b. Chicago.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago, Ill.



If You Need HAY
write us for delivered price

SEEDS FOR SALE—WANTED

Directory Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS FOR SALE.

LOUISIANA White Clover Seed (best of all White Clover, see Gov't report). Samples and prices on request. C. E. Speed, Tallulah, La.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

MISSOURI GROWN
BLUE GRASS
NORTHWESTERN
ALFALFA
Ask for Quotations
RUDY-PATRICK SEED CO.
KANSAS CITY, MISSOURI

COURTEEN Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri

BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality
The J. M. McCullough's Sons Co
CINCINNATI OHIO

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

We Buy SEEDS

Red Clover, Alsike Clover
Sweet Clover, Oats, Millet,
Spring Rye, Timothy, Etc.
Mail us samples for bids
Sample bags sent on request
NORTHROP, KING & Co.
Minneapolis, Minn.

J. G. PEPPARD SEED COMPANY

Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

LOUISVILLE SEED COMPANY, Inc.

Louisville, Kentucky
Buyers and Sellers of All
Varieties of Field Seeds
Headquarters for Redtop Orchard
Grass and Kentucky Blue Grass

North American Seed Co.

MILWAUKEE, WIS.
CLOVERS—TIMOTHY
ALFALFA
Get our samples and prices before buying

Upon readers patronage of its
advertisers depends the success of
the Grain Dealers Journal work.
Will you mention it?

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

Modern Methods

GRAIN DEALERS JOURNAL

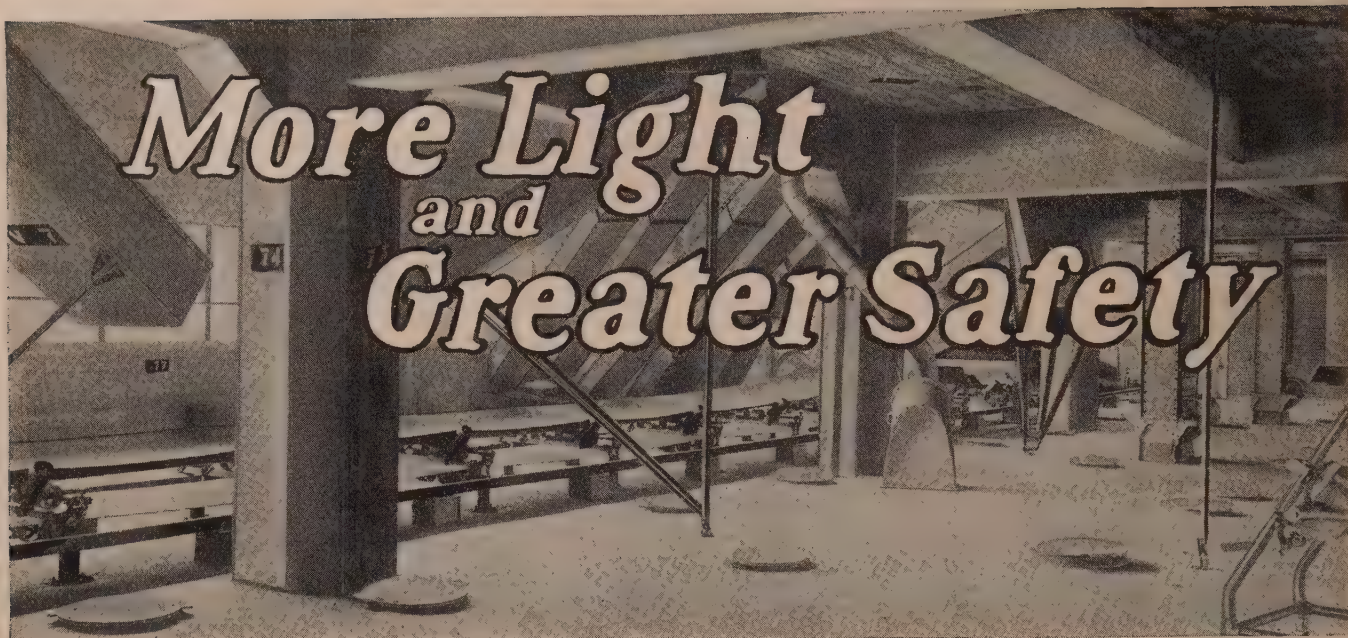
309 So. La Salle Street, Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars.

Name of Firm _____

Capacity of Elevator _____ Post Office _____
_____ bushels _____ State _____

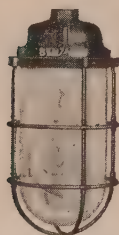
Use Universal Grain Code and reduce your Telegraph Tolls



Cat. No. 665
Dust-Tight with Screw
Globe of Heavy Clear
Glass



Cat. No. 657
For Drop Cords, with
Heavy Wire Guard



Cat. No. 6830
Drop Fixture for Visual
Signaling

Benjamin Dust-Tight Fixtures

*Beat Back the Explosion and
Fire Hazard*

The advantages of greater efficiency and smaller accident risk brought about by Correct Lighting need not be wiped out by the bigger fire hazard of more lighting units.

Benjamin Moisture and Dust-Proof Lighting Equipment provides more light

with even greater safety. More light leads to a higher efficiency in labor and far less accidents caused by dimness and shadows. The Benjamin Moisture and Dust-Proof features reduce to a minimum all possibilities of sudden explosions and fires, from unprotected lights.

*Send to our nearest office for Catalog 24—it will
help you to a solution of your lighting problems*

Benjamin Electric Mfg. Co.

New York
247 W. 17th St.

120-128 S. Sangamon Street
Chicago

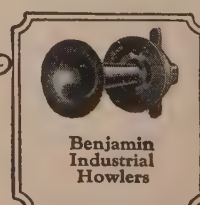
San Francisco
448 Bryant St.

Manufactured in Canada by the Benjamin Electric Mfg. Co. of Canada, Limited, Toronto, Ontario



BENJAMIN

TRADE MARK



GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, OCTOBER 10, 1926

CLEANING wheat purchased before weighing it enables the buyer to avoid paying wheat prices for screenings.

SO MANY GRAIN elevators are burned every month, grain dealers should involuntarily join in the general campaign to celebrate Fire Prevention Week by preventing all destructive fires.

THE EARLY SNOW and heavy frost which visited Alberta last month did a world of damage to wheat and retarded the harvest. Doubtless this early taste of winter will delay the marketing of the best wheat and somewhat relieve the transportation and handling facilities of the Canadian northwest.

A GOVERNMENT river barge line that has over \$10,000,000.00 invested cannot be said to be earning a profit when the revenue over expenses is estimated to be only \$347,632. The interest alone is \$414,249 at 4%, to say nothing of taxes, insurance and depreciation that a private concern would pay.

THE CORN BORER is destroying so much corn in northern Ohio, eastern Michigan and northeastern Indiana the time is near for all interests to join in a campaign of extermination against this destructive insect. Each farmer who refuses or neglects to join in the general campaign of extermination helps to assist this pest in its work of greater destruction next year. Not only should all cornstalks be burned quickly but all fields should be plowed under as soon as possible after corn crop is gathered.

IF YOU ARE going to Buffalo, do not fail to get a certificate from the Sec'y of the National Ass'n so you can enjoy the reduced railroad fare.

EVERY ELEVATOR OWNER who has invested money in a modern drier has had ample opportunity to get his money back handling damp grain of the present crop.

TO INVESTIGATE alleged manipulation in the cotton futures market additional legislation is needed Sec'y of Agriculture Jardine states that he had been advised. Before granting more power to the bureaucrats let us have a definition of "manipulation."

RECEIVERS who are striving to safeguard the interest of their shippers will find it to their interest to read carefully the decisions covering "Demurrage in Advance of Arrival and Placement" in "Asked-Answered," this number. Some railroad agents seem to have been charging up demurrage before they had any right to do so.

WHEN the hay dealer ass'n in a certain city reports prices \$1 a ton higher than the government report a lack of co-operation between these agencies is shown that should be attained if the market reports are to have the confidence of shippers. Patrons of the market will soon learn which of the two reports is correct, and the erroneous reports will be discredited.

SOME ELEVATORS are changing hands at such low figures that nearby dealers find it more profitable to move the elevator from station to station rather than to build a new house, or to wreck the old one and rebuild it. Moving an elevator is a real job worthy of an elevator construction engineer. Such a man with experience in building elevators knows where weakness is likely to develop and understands how to avoid trouble. House movers have hardly had the experience needed to move the big grain elevator without damage.

AN IOWA ELEVATOR MAN of experience recently attempted to put a rope on a transmission drive while the machinery was in operation. He had been employed in the elevator ever since it was constructed and seems to have become so familiar with all its many parts that he scorned danger. He was killed instantly. The news columns of every number of the Journal tell of some disaster by which readers could profit, but many grain dealers either fail to read or else do not take to themselves the expensive lesson taught by these oft recurring accidents.

THE CONTINUED DOWNPOUR during recent weeks has brought grief of a new form to many country elevators having flat bottom bins or low boot pits. It has been necessary to call in the fire department to pump out the low bins so as to prevent all the bin's contents becoming water soaked. The elevators using a high foundation or hopper bottom bins seldom experience much difficulty from seep water, although many of the elevators occasionally gets boots full of water. All of this trouble could be readily avoided by building boots and bins up off the ground and making the basement and boot sink water tight.

EVERY ONE now seems agreed that country grain buyers generally have been attempting to buy grain on too narrow a margin. When a dealer cannot realize a sufficient profit to meet his fixed overhead expenses, then it is high time he was suspending business until he obtains an accurate knowledge of what the annual overhead amounts to.

THE CAMPAIGN AGAINST SMUT continues active in different sections of the land and many associations are striving earnestly to induce the farmers to select seed of the better varieties so as to insure a crop of better quality grain. When farmers share with the promoters of these better seed improvement associations their enthusiasm for better seed, then we will surely harvest a larger crop of better grain every year.

AN ILLINOIS SHIPPER who writes us for the Chicago and St. Louis addresses of worth-while receivers is evidently suffering from embarrassment because of the retirement from business of many of the old time firms without advertising the fact that they have discontinued. It is quite disappointing to a country shipper to load a car of hay or grain and consign it to a favorite receiver with a draft for 95% of the value attached, only to have the draft returned and the car held until enough demurrage accrues to wipe out the shipper's profit. It is much safer to consign your grain to firms you know are in business today.

CONFIRMATIONS OF SALE or purchase cannot alter the conditions or terms of a contract unless both parties thereto agree to the new condition covered by the confirmation. However, the use of confirmation of sales and purchase helps both parties to gain a clear understanding of the intentions of the other party and to prevent misunderstandings and disputes. The use of confirmations on every contract will reduce the number of differences because the making of the confirmation gives the other party to the contract an opportunity to correct any misunderstanding before it is too late to do so without loss to the other party. It is only fair to those with whom you are dealing that you read carefully your confirmations and understand exactly what is intended by the other party to the contract. It will protect both you and your customers from loss and misunderstanding.

THE THREATENING ATTITUDE of the Sec'y of Agriculture, the Grain Futures Administration, the Business Conduct Com'te, and all the other bureaucratic bodies striving to strangle the private initiative of business, will help no one, not even the farmer. It should make no difference to the farmer whether buyers of wheat desire to speculate, eat it, grind it, or ship it out of the country. So long as they pay good money for the wheat they should be permitted to do with it as they please, and the more buyers the better the price for the producer. The influence of the many meddlesome agencies seeking to discourage the speculator is an unfair factor in the market. It helps to prevent the normal functioning of the law of supply and demand. Economic laws will prevail in the end, but the activities of the meddlers is quite discouraging to anyone believing in a free country.

"MEMBER Upright Grain Dealers Ass'n" on your stationery serves as a recommendation to those who know of the organization and its officers, but if you have resigned from the Ass'n, neglected to pay your dues or been expelled, it is a fraud on those to whom you send the stationery. It is far better to cross off the membership claim when you have lost the right to use it, because some of your good friends in the trade may consult a membership list and find that your claim is false. Then you could not blame them if they looked with suspicion on some of your other claims. Pirates in all lines have used the ruse of false colors so long the watchful trader is ever alert for such deception.

Buying on Grade.

The rapid deterioration of grain left in the shock recently has contributed generously to the country grain buyer's pot of trouble. Few discounted their purchases sufficiently until returns on shipments showed such liberal discounts as to give the average buyer heart failure. Since the receipt of this convincing evidence of the poor quality of grain left out in the rain, country buyers are more willing to buy all grain on grade and discount each purchase in keeping with the discounts they expect to suffer when the off-grade stuff is sent to a central market. Only buyers who discriminate sharply against off-grade grain can expect to play safe.

Bureaucratic Method of Government to Be Tested.

The application by the leading terminal elevator company to the Supreme Court of the District of Columbia for an injunction restraining the heads of three government departments from proceeding against the company along the line provided in the Grain Futures Act is likely to be the first test of the bureaucratic method of government, as a substitute for government by law, judge and jury.

Adulteration of grain, under the Pure Food and Drugs Act is a crime punishable by fine, and the practice of the Department of Agriculture, conforming to constitutional law, is to have the offender in court. When the feed-stuff falls short in protein and fat or contains an excess of crude fiber there is no question that the offender is guilty, the courts having the chemists' percentages as a guide, to define exactly the crime.

The charge against the elevator company is "manipulation," and if tried in a court of law, the court would insist on a definition of manipulation, and there being none, would discharge the defendant, as criminal statutes must be strictly construed in favor of the accused. Not so with the three heads of departments charged by the Grain Futures Act with the duty of ruling firms or individuals off the exchanges. They could find the defendant guilty without any definition of the crime and rule him off the exchange at their sweet will. Such a situation is abhorrent. It is difficult to understand how the Supreme Court could sustain a grain futures act that permits the whim of a bureaucrat to destroy the business of a grain merchant without trial by jury of his peers as guaranteed by the constitution of the United States.

The Weather Alone to Blame.

Rain has continued in such volume in many districts that much small grain remains in the field, black and sprouting. This unexpected loss forced upon the producer by the inclement weather is indeed most unfortunate, not only for the farmer, but for his friend, the elevator man who will be called upon to market much grain that will not grade better than "rejected." While this poor grain will bring joy to the mixers who expected a lean year when the bright, clean, heavy wheat first arrived from the winter wheat states, the mixer in his eagerness to obtain the off-grade stuff will spring the price for the producer.

The continued downpour is threatening the winter wheat growers with more trouble. Unless we have a prolonged period of Indian Summer and high winds, farmers will be unable to get into their field to prepare the soil for next year's wheat.

All of this trouble can be traced direct to the continued downpour, but of course the government, the tariff, the middleman, Wall Street, and the bankers will generally be given full credit for the disaster although the weather man alone is to blame.

Conditioned Barley on "To Arrive" Sales.

The experience of one country shipper who sold barley to arrive and tried to deliver conditioned barley on the contract as reported in "Asked-Answered" should be a cautionary signal to other shippers who may have wet grain to dispose of.

Terminal market buyers are not accustomed to taking conditioned barley on contract, and will refuse it if the fact of its having been dried becomes known to them. They expect country run grain on purchases to arrive.

Country shippers, however, just as the terminal elevator men, are privileged to dry and otherwise condition barley and other grain and to tender it on contract. When skillfully handled and mixed such grain can be worked off on the contract if it satisfies the official inspector in the grading.

If the country shipper has any doubt of his ability to have the dried grain applied on contract it is always safe to sell by sample.

The privilege of drying and mixing grain has always been exercised by the operators of the large terminal elevators. The Chicago elevators are full of corn that was dried last winter to make No. 2 for delivery on future contracts, and no buyer is permitted to refuse the grain because it was dried. In some way it should be made commercially possible for a country shipper to deliver dried grain on contract without question. The moisture should be taken out of the grain *before* shipment, to avoid paying freight on water.

Posting Prices Bid and Raising Them.

The country grain elevator operator who posts the prices he is bidding for grain in plain sight so that all his customers can see for themselves exactly what he thinks he can afford to pay for grain, thereby wins their confidence in his prices. Public posting is far better than confidential purchases conducted in whispers. Secret purchases of themselves arouse suspicions and destroy the farmers' confidence in the fairness of the buyers' prices.

In many sections of the country grain buyers generally post their prices each morning and stubbornly refuse to raise them during the day. In Illinois territory the practice is quite common to post prices each day *after* the close of the market and to refrain from buying large lots the following morning while the exchanges are in session at the posted prices even though there has been a marked change in the prices ruling in the central markets. Illinois shippers, unlike the shippers of many other sections, have so many different markets open to them, the value of grain at many stations is seldom ruled by one market alone.

The practice of posting prices is gaining in all sections of the country and the trade will be much better off when every buyer not only posts his prices once a day, but refuses to raise the prices posted.

The country elevator operator could follow the market much more closely if he could buy all farmers grain in carload lots and quickly dispose of it at the prevailing price, but of course this is not practical since he must take into consideration his own overhead expenses as well as the risks of ownership involved with each lot in determining the price he can afford to bid for it. The buyer who attempts to follow his competitor on a 2c margin is dancing wildly in water that is getting hotter each week. Such wild practice will soon result in his dissipating his working capital whereas he should be adding to it each day if he expects to continue in business.

The buyer who posts his prices and then permits loud-talking braggarts to induce him to pay more for their grain proves to them and to others that the price he posted was not fair to the seller; even though the original price he posted may have insured his handling the business at a loss it would be difficult to convince the farmers who induced him to raise the price that he could not have afforded to have posted the higher price in the first place.

It is our own conviction that the vacillating practices and wavering methods of the country buyer do more to rob him of a living profit than anything else. When all determine their costs, post their prices in a prominent place and stick to them, the farmers will have more confidence in their prices and refrain from trying to wheedle more out of them.

BELIEVE in yourself, believe in humanity, believe in the success of your undertakings. ❀ Fear nothing and no one. ❀ Love your work; hope, trust—and work. ❀ Keep in touch with today. ❀ Teach yourself to be practical and up to date and sensible—you cannot fail.

The Grain Trade's Greatest Need.

The grain elevator operators of the land have greater need of intensive and extensive organization than anything else because with complete organization the trade could readily attain the much needed improved methods which would make for a safer and surer business. For the past five years the middleman has been the hammered "hand-ball" of the political pot-boiler, demagogues and agricultural agitators throughout the land and more wild schemes have been presented for displacing him than would have been thought possible by the most experienced dealers of the land. Sad to relate, all of these schemes have been promoted solely by the desire of the promoter to profit personally. Helping the real farmer was farthest from his desire or intention.

However, these blatant demagogues have kept up their agitation to the distress of the elevator men who were making an honest effort to serve the grain growers of the land efficiently and economically. If every surplus grain state was blessed with a strong local association and this in turn affiliated with the National Ass'n, the trade would be in a much stronger position to withstand the onslaught of the unprincipled agitators and who revel in the unorganized condition of the middlemen.

The boosters of the National Ass'n have done splendid work in increasing the number of direct members, but this leaves the grain trade as far from complete organization as ever. What is needed today more than anything else is the complete organization of the regular elevator operators of every state and their affiliation through a strong National Ass'n which will enable them to exert active influence with their congressional representatives as well as with the legislative dictators in the Committee Rooms at Washington.

The grain trade has for years suffered seriously because of its lack of organization and no doubt it will continue to be the bright and shining mark of the demagogues until it does become completely organized. Some of the existing state associations have lost many members primarily because the withdrawing members have not realized that their business was suffering more from lack of organization than anything else. The work of directing the complete organization of the trade naturally should rest with the National Ass'n and it is sincerely to be hoped that the time is not far distant when the secretary will be instructed to abandon the publishing business and devote his entire time and energy to the planning and promotion of association work. The grain trade is amply supplied with grain trade journals without any expenditure on the part of the Association.

The grain dealers of the land have always performed a real service for the producers and consumers and sad to relate, the compensation has been smaller than in any other line of human endeavor, principally because the agitators have scared them out of their profit by maligning and traducing them. Not only should the many surplus grain states now unorganized be organized, but all should centralize their influence through the National Ass'n for the establishment of better methods and a safer, sounder business, free from disturbing agitators and vote chasing politicians.

What Is the Matter With the Country Elevator Business?

A number of country elevator operators including co-operative managers and directors, convened at Peoria last Monday in the hope of devising some means to lift the grain business of Illinois out of its despondency. Many of the letters published in recent numbers of the Journal under the head of "What is the Matter with the Grain Elevator Business," has reflected real distress.

The men who are cognizant of the existing conditions seem willing and anxious to do everything in their power to bring about the abandonment of many bad business practices and the placing of the grain business on a safer basis. The trade has drifted along through the years, tolerating many bad practices which were generally considered so small as not to merit attention, until today the elevator man who is handling grain without loss, is the extreme exception. Many of the bad practices generally complained of can easily be abandoned by agreement as they are foreign to the buying and selling of grain and really have no place in the grain business.

Four of the vicious practices complained of at the Peoria meeting have attained such a growth on the business that they are active promoters of the venom, hate, prejudice, spite and vindictiveness, that stir up more bitterness among competitors and encourage would-be sellers of grain to indulge in more speculation than they can afford. Both buyers and sellers would be much better off if the bad practices were promptly abandoned and the grain business put on a legitimate basis. These practices lead the way to and encourage the farmer to expect and to stimulate overbidding.

Buying and selling grain on grade and at a living margin must be done if the dealers now in business are to continue. Fixing prices is not necessary or legal, but convincing grain men of their monthly losses through the proper assembling of all their expenses chargeable to the grain business will show them such losses that they will voluntarily insist on buying on a wider margin or retire from the business.

The expenses actually incurred by the elevator operator in handling grain from farmers' wagon to buyers' scale are today nearly double the expenses of 1913, so it is extreme folly



Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

In C. M. & St. P. derailment at Beebe, S. D., 17 cars of wheat recently were spilled along the right of way.

R. I. 46109 was leaking white shelled corn badly as it passed thru New Palestine, Ind., at noon on Sept. 17.—H. E. Waltz, New Palestine Grain Co.

Erie 86856 went West thru Judd, Ia., on local leaking badly at south grain door. This was on about the 20th of August.—L. E. Baughman.

for the elevator operator to attempt to survive on pre-war margins of profit. Let us determine the total cost per bushel and increase the margin to meet it and insure a profit.

Are you willing to help?

Confirmation Does Not Alter Contract.

The Court of Civil Appeals of Texas on May 26, 1926, reversed the decision of the Dallas County Court in the suit by the H. H. Watson Co., of Dallas, plaintiff, against the Smith Grain Co., of Plainview, Tex., defendant, to recover damages for failure to ship five cars of maize from Plainview to Dallas on contract.

The contract for the delivery of the grain was made through telegrams interchanged between appellant at Plainview and appellee at Dallas, in which appellee requested "price of 10 to 15 cars of sound, dry, average maize heads," and appellant replied five cars of "average bright slightly stained heads, twenty-six dollars, this year's shipment." Appellee accepted shipment of five cars and added, "Will use ten cars more if wire promptly." On same date, September 13, 1923, appellee wrote a letter to appellant as follows:

"We confirm our exchange of wires in which we purchased from you five cars of average bright, slightly stained maize heads, sound and dry, \$26.00 delivered."

The confirmation was of a trade already made, and appellee at first in the letter confined it to that trade, but after such confirmation sought to add to such confirmation stating:

"This confirmation is our understanding of the purchase. Any differences arising under this contract are made due and payable at Dallas, Texas."

The Court of Civil Appeals said: The last clause was clearly not a part of the contract made by telegraph and which contract had been confirmed by wire as follows: "Book the five cars maize heads as per message." None of the messages by wire contained anything about fixing the venue in Dallas county. The contract was made by the wires and could not be changed by any letter written afterwards by either party. Nothing was said in the telegrams as to the destination of the grain. In the case of Watson v. Howe Grain & Mercantile Co. (Tex. Civ. App.) 214 S. W. 843, the facts were similar to the facts in this case, the contract in that case being made by telephone and followed by a letter of confirmation, and the court said:

"It was not necessary to send the letter of confirmation, for the trade was closed in the telephone conversation; but the letter was sent out in accordance with the custom of the trade and of the Howe Grain & Mercantile Company's office. It was not a part of the contract that the drafts would be sent to the Farmers' National Bank at Howe, Tex. * * *"

One exception to the general statute as to venue is:

"Where a person has contracted in writing to perform an obligation in any particular county, in which case suit may be brought either in such county, or where the defendant has his domicile."

In this case appellant signed no writing to perform any part of the contract in Dallas county, and under the contract made by the telegrams, no part of the contract was to be performed in Dallas county. S. W. Grain & Feed Co. v. Blumberg (Tex. Civ. App.) 162 S. W. 1; Gottlieb v. Ainsworth (Tex. Civ. App.) 229 S. W. 341. As said by Chief Justice Conner for the Court of Civil Appeals at Fort Worth, in Sugarland Industries v. Universal Mills, 275 S. W. 406:

"Ordinarily where goods are sold and the place of delivery is not specified, the place of delivery is at point of shipment."

When the contract was closed through the telegrams, no place of destination was mentioned, and appellee could not change the contract by writing a letter to which appellant did not subscribe or agree.

The motion for rehearing will be granted, our former opinion withdrawn, and the judgment of the lower court will be reversed, and it is the order of this court that the venue of this case be changed from Dallas to Hale county, and the clerk of the county court of Dallas county at law No. 1 be and is hereby ordered to make up a transcript of all orders made in this cause, certifying thereto officially under seal of the court, and transmit the same with the original papers to the clerk of the county court of Hale county, unless said county court shall have been deprived of jurisdiction of such cases, in which event the papers and orders should be transmitted to the district court of Hale county.

Reversed and rendered.—285 S. W. Rep. 368.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Procuring Patent?

Grain Dealers Journal: It is our intention to patent a grain drier and we would like to know how to go about it to secure a patent, and what is necessary for us to do.—J. H. Woodward, mgr. Perryton Equity Exchange, Perryton Tex.

Ans.: After writing out a description of the invention and making a drawing of it have some friend inspect it and write his signature and the date on the papers. This will establish the fact that the inventor had the idea on that date, should there develop any interference in the patent office.

Next get in touch with a patent attorney, and have him make a search of the patents to learn whether some one has not already had the idea in this country or abroad, as the inventor can not claim anything as his that was already known in the prior state of the art. Also, if there is any likelihood some other inventor may be working on the same idea, the attorney should file a caveat, as a preliminary to application for a patent, pending the drawing up of the papers and making the drawings.

The patent attorney and his draftsmen, co-operating with the inventor or inspecting his models, will write out a statement of the advantages of the idea, and a list of the claims to be filed, together with drawings, with the Patent Office.

Every little improvement and everything that is new in the invention should be clearly stated and covered in the separate claims.

In all large cities are lawyers who specialize in patents and patent law.

Delivery of Conditioned Barley on to Arrive Sale?

Grain Dealers Journal: We sold a car of barley to arrive on the Chicago market. It showed up damp, as all barley did this season. We ordered it to the drier. When it came out it was passed as No. 3 barley by both the state and federal inspection departments. Altho we sold No. 3 the buyer refused it on the ground that it was "conditioned" barley.

Is there a rule of the Board of Trade in force that justifies buyer's action? Our sale was made for No. 3 barley; nothing was said about special preparation or anything else.

Also there was an unreasonable shrinkage in handling. Is there no limit to the shrink that a house may show in drying? One carload showed almost 90 bus; on two cars handled the shrinkage was nearly 60 bus. more than the shrinkage computed as being a reasonable shrink.—J. R. Reynolds, mgr. Co-operative Grain Co., Paw Paw, Ill.

Ans.: If the barley graded No. 3 you filled your contract. All you sold was an inspection certificate. There is no rule of the Board of Trade requiring sales to arrive to be filled with grain that has not been dried. In fact, a good many country shippers have small driers, and deliveries of corn out of their driers have never been questioned if they got the desired grade on arrival at the terminal.

By ordering the barley dried on arrival at the terminal the shipper "sprung a new one" on the terminal buyers. They do not like it. If the case gets into court the buyer probably can get a score of buyers to swear that it is not customary to accept delivery of "conditioned" barley on to arrive contracts. As the courts are opposed to hearing evidence to modify written contracts it is doubtful whether the buyer can get his evidence of the custom before the court.

It is a fact that it is not customary to receive "conditioned" barley on to arrive contracts. The thought is that grain on "to arrive" contracts from country points, must be "country run." The bidders are paying several cents more per bushel on the expectation that the barley will not be dried or condi-

tioned. In order to have a legal standing, however, the buyers should add a clause to their written confirmation stating that "conditioned barley" will not be accepted on contract. This will give the buyers for matling all the protection they need while making it possible for the buyers of feed barley to do business also without such a clause.

Moisture tests before and after drying would show whether the shrinkage was excessive.

Demurrage in Advance of Arrival and Placement?

Grain Dealers Journal: We have read with interest an article on page 160 of the Journal of Aug. 10 on accrual of demurrage and carrier's liability for fire after arrival.

We frequently received freight arrival notices covering shipments of grain and hay which have just been received by the railroad company in its break-up yards and which are placed later, probably the next day, on the grain inspection track for inspection. These shipments are not billed directly to the inspection track but it is the custom of the railroad company to place all shipments of grain and hay on the inspection track unless otherwise instructed.

We do not understand whether the supreme court decision which the article refers to would cover such shipments, or whether it would only affect shipments billed direct to elevators, warehouses and industries.—J. E. Ervine & Co., Houston, Tex.

Ans.: The decision, from page 190 of same number reads as follows:

Notice of Arrival Invalid If Sent Before Arrival.—Where B/L reciting that destination was "New York, N. Y., * * * for export Dock D, Weehawken, N. J." provided that carrier's liability for fire loss occurring 48 hours after notice of arrival at destination, or port of export, should be that of warehouseman only, held, that notice of arrival could not properly be given to change carrier's liability until goods actually arrived at dock, and notice given when shipment arrived at point nearly 5 miles from dock was ineffective, notwithstanding it was within port of New York, and that shipment reached dock before notice was received. Cars delivered on tracks alongside dock space leased by shipper held not "on or about" leased premises, within clause of lease whereby lessee assumed risk of loss by fire "on or about said leased premises," so as to exempt carrier from liability loss by fire; "on or about" meaning anywhere or everywhere on, but not outside of, locus.—*Pillsbury Flour Mills Co. v. Erie R. Co. Supreme Court of New York, New York County, 216 N. Y. Supp. 486.* [At the end of the Erie's line haul, Croton Yard, Jersey City, notice of arrival was sent, and by the time the milling company received the notice the cars had moved 4 3/5 miles to Weehawken yard and 3 days after notice were placed on the destination Dock D, leased by the mill. That night they were burned. The milling company brot suit and was given judgment for the value of the flour.]

The court had reference only to the fire liability.

The ruling applies also to demurrage, but this is also controlled by the Code of National Demurrage Rules indorsed by the Interstate Commerce Commission Jan. 17, 1916.

Rule 2 of the Code allows 48 hours' free time for unloading all commodities. This means 48 hours from the time the car is set on the track designated or customarily used for grain inspection. The rule reads "The free time must be calculated from the first 7 a. m. after the day on which notice of arrival is sent or given to consignee." Certain cities, such as Chicago and Kansas City, are exceptions.

A notice given on arrival in break-up yard would not be binding under the decision of the court, which applies to shipments to an inspection track and to those billed direct to elevators, warehouses and industries. Rule 4 recognizes to some extent the protection sought to be given by the court, it providing that "In case a car is not placed on public delivery track within 24 hours after notice of arrival has been sent, notice of placement shall be sent to consignee."

The national code also recognizes the difference between arrival in a break-up yard and placement on the inspection track, in a note to Rule 2, as follows: "If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. The time held in the break-up yard will be included in the demurrage. If by specific or general orders he notifies the carrier of the track upon which he wishes his freight placed he will have 48 hours' free time from the time placement is made upon the track designated."

Transit at Fort Worth?

Grain Dealers Journal: In the beginning the railroad company interpreted its tariff as permitting transit on oats originating on the Rock Island in Iowa, Nebraska and the Dakotas and moving to Fort Worth, which billing was in turn used by us in rebilling of shipments from Fort Worth to California. The rate from these points to Fort Worth was 45 to 55 cents, and the thru rate thru Fort Worth to California was 66 cents per 100 lbs.

Upon the railroad company's solicitation of this business we bought oats in the Northwest and during 1920, 1921 and 1922 handled considerable business in this manner, and it was not until 1923 that the Rock Island Railroad Company's general office advised us that they no longer permitted grain to be transited at Fort Worth on the thru rate, and we discontinued using this Northwestern billing. They have brought suit against us for undercharges on six shipments of oats.

It is simply a question of the interpretation of the tariffs. The tariff does not say that this transit is not permissible, nor does it say that it is. It is simply silent on the subject. What is our liability?—Smith Bros. Grain Co., Fort Worth, Tex.

Ans.: Transcontinental Lines West Bound Tariff No. 1-Z, effective July 1, 1926, and presumably the tariff of 1923 was the same, states explicitly that transit privileges are "not permitted except when and as authorized in individual rate items in this tariff naming rate on the commodity which moves into the transit point." The rate item from Iowa to California does not authorize transit.

The Interstate Commerce Commission decided in *Liberty Mills v. L & N. R. Co.*, 23 I. C. C. 182 that "Transit is a privilege that may be accorded by carriers to shippers only when properly provided for in their tariffs." Also,

In *Red River Oil Co. v. T. & P. Ry. Co.*, 23 I. C. C. 438, "Transit privileges and charges thereunder on interstate or export shipments must be clearly and definitely shown in tariffs published and filed in conformity with the requirements of Sec. 6 of the Act."

Therefore, there being no provision in the tariff for transit at Fort Worth the shipper has no recourse but to pay the rate demanded by the railroad company.

The Dept. of Commerce (Washington, D. C.), announces that 1,027 mills ground 47,600,686 bushels of wheat during August 1926, being 62.1% of total capacity, against 42,817,865 bushels the corresponding month last year (from 1,037 mills), being 55.6% of total capacity.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 18. Chief Grain Inspectors National Ass'n, Statler Hotel, Buffalo, N. Y.

Oct. 18. Terminal Grain Weighmasters' Ass'n, Buffalo, N. Y.

Oct. 18. United States Feed Distributors Ass'n at Buffalo, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

Oct. 21-22. Association of Feed Control Officials of the United States, Willard Hotel, Washington, D. C., in conjunction with the Ass'ns of Official Agricultural Chemists and of Dairy, Drug and Food Officials.

Nov. 9-10. Southern Mixed Feed Manufacturers Ass'n First Annual convention. Nashville, Tenn.

Nov. 11. Missouri Grain Dealers Ass'n at Sedalia, Mo., in connection with the National Corn Show on Nov. 11, 12 and 13.

Dec. 1-3. The Farmers Elevator Ass'n of South Dakota, Watertown, So. Dak.

Dec. 6-7. Wholesale Grass Seed Dealers winter-meeting at Chicago, Ill.

G. D. N. A. Will Celebrate 30th Anniversary at Buffalo, October, 18-20th

Entertainment for the Buffalo Meeting, G. D. N. A.

The entertainment planned by the Buffalo grain dealers for the visitors attending the thirtieth annual convention of the Grain Dealers Nat'l Ass'n, Oct. 18-20th, is one of the most attractive programs offered the trade in many a year and no doubt will draw many dealers to the annual gathering of the trade who are not accustomed to attending.

According to the latest advice from C. T. Doorty, Chairman of the Entertainment Committee, the following is the program for Monday and Tuesday afternoon and evening:

Entertainment for Men.

MONDAY, October 18, 1926.

2:00 P. M.—SPECIAL TROLLEY cars leave from Shea's Court St. Theater (one block south from Hotel Statler), conveying Delegates to palatial Steamer "Americana," leaving from foot of Main St. at 2:30 P. M. Sharp, for Harbor Inspection Trip. See Buffalo's modern Grain Elevators in operation. The Longest Break-wall in the world. Where the City of Buffalo and the Federal Government are spending millions of dollars for harbor improvements. Exhibitions by Buffalo Fire Tugs, Coast Guard Service, Hydroplane Races and Aerial Circus. Music and Entertainment by the famous "Alabama Jazz-Houn's." Refreshments. Return to Main Street Dock at 5:30 P. M. Special Trolley Cars to Hotel Statler.

8:30 P. M.—Informal Dance at Hotel Statler Ball Room.

Concert by The Tildini Orchestra, 8:30 to 9:00 P. M. Grand March at 9:00 P. M., to be followed by the regular dance program. The Buffalo Ladies' Reception Committee will provide a host of charming young ladies as dance partners. They are all splendid dancers. You cannot afford to miss this informal party. The young ladies will wear badges identifying them as "Hostesses." Don't be bashful.

The Tildini Orchestra will furnish the kind of music to make you dance.

TUESDAY, OCTOBER 19, 1926.

1:30 P. M.—After you have had your luncheon, beat it for the NYC Terrace Station, five minutes' walk from Hotel Statler to Foot of Swan St. Congregate in groups of about fifty, at intervals of about thirty feet, along the Station platform. The Special NYC Train leaves for Niagara Falls at 1:35 P. M. Sharp. Special Trolley Cars meet you at The Falls for the trip around the Great Gorge. Visit Queen's Park, Horseshoe Falls, Brock's Monument, where picture will be taken. Return up American Gorge to Niagara Falls City. Leave Falls at 5:20 P. M., arrive at Terrace Station at 6:00 P. M.

7:00 P. M.—BANQUET—Hotel Statler, Ball Room. Doors open 7:00 P. M. Admission by Ticket only. Present "Banquet Ticket" at Door. Music by the Tildini Orchestra. Banquet will be served at 7:30 P. M. Sharp. High Class Cabaret. Community Singing. Speakers you will enjoy listening to and never forget.

Registration and Information Booths, left of Foyer entrance, Hotel Statler.

J. S. Bache & Co. private wire, right of Foyer entrance, Hotel Statler.

Be sure to carry your book of "Feature Tickets" with you at all times.

Entertainment for Ladies.

MONDAY, OCTOBER 18, 1926.

10:00 A. M.—Assemble in Ladies' Grill, near Delaware Ave. entrance, to be conducted to Auto Buses leaving at 10:30 A. M. Sharp for trip to Roycroft Inn, at East Aurora. Reception by Mr. Elbert Hubbard II. Inspection of The Inn. Luncheon at 12:30 P. M. Musical entertainment and brief address on Roycroft activities. Inspection of Work Shops. Leave East Aurora by Auto Buses at 4:30 P. M. Arrive at Hotel Statler at 5:30 P. M.

8:30 P. M.—Informal Dance, Hotel Statler Ball room. Concert by The Tildini Orchestra, 8:30 to 9:00 P. M. Grand March at 9:00 P. M., to be followed by the regular dance program. All visitors are urged to attend and to dance.

SPECIAL ENTERTAINMENT Features will be introduced during the intermissions. Light refreshments will be served in the Ladies' Grill from 10:30 P. M. to the close.

TUESDAY, October 19, 1926.

9:30 A. M.—Assemble in Ladies' Grill, near Delaware Ave. entrance, to be conducted to Norwood Sedans, leaving 10:00 A. M. Sharp for Trip Around Buffalo. Stop at Albright Art Gallery for photograph. Arrive at Buffalo Consistory at 11:30 A. M. Organ Recital during display of marvelous lighting effects in Auditorium. Luncheon. 12:15 P. M. Leave Consistory at 1:15 P. M. by same cars for NYC Terrace Station. Leave Buffalo at 1:35 P. M. via Special NYC Train for Niagara Falls and Great Gorge trip. Visit Queen's Park, Horseshoe Falls and Brock's Monument, where a panoramic photograph will be taken. Cross at Queenstown to Lewiston, proceeding up American Gorge to Niagara Falls City. Leave Niagara Falls on Special NYC Train at 5:20 P. M. Arrive at Terrace Station at 6:00 P. M. Buses to Hotel Statler.

7:00 P. M.—Banquet—Hotel Statler Ball Room.

VISITING LADIES will register on arrival at Convention Headquarters in "Parlor D," Mezzanine Floor at Hotel Statler. Be sure to carry your book of "Feature Tickets" with you at all times.

The mornings will be devoted exclusively to the work of the Ass'n and any dealer caught outside the Convention Hall during a session of the meeting will be turned over to the Vigilance Com'tee with instructions to act.

G. D. N. A. Conventions for 31 Years.

1896, Nov. 9, Chicago, Ill. Ass'n organized.
1897, June 29-30, Des Moines, Ia.
1898, Nov. 2-3, Chicago, Ill.
1899, Oct. 18-19, Chicago, Ill.
1900, Nov. 20-21, Indianapolis, Ind.
1901, Oct. 2-3, Des Moines, Ia.
1902, Oct. 1-3, Peoria, Ill.
1903, Oct. 6-8, Minneapolis, Minn.
1904, June 22-24, Milwaukee, Wis.
1905, June 2-3, Niagara Falls, N. Y.
1906, June 4-5, Chicago, Ill.
1907, Oct. 2-3, Cincinnati, O.
1908, Oct. 15-17, St. Louis, Mo.
1909, Oct. 6-8, Indianapolis, Ind.
1910, Oct. 10-12, Chicago, Ill.
1911, Oct. 9-11, Omaha, Neb.
1912, Oct. 1-3, Norfolk, Va.
1913, Oct. 14-16, New Orleans, La.
1914, Oct. 12-14, Kansas City, Mo.
1915, Oct. 11-13, Peoria, Ill.
1916, Sept. 25-27, Baltimore, Md.
1917, Sept. 24-26, Buffalo, N. Y.
1918, Sept. 23-25, Milwaukee, Wis.
1919, Oct. 13-15, St. Louis, Mo.
1920, Oct. 11-13, Minneapolis, Minn.
1921, Oct. 3-5, Chicago, Ill.
1922, Oct. 2-4, New Orleans, La.
1923, Oct. 1-3, Des Moines, Ia.
1924, Sept. 22-24, Cincinnati, O.
1925, Oct. 12-14, Kansas City, Mo.
1926, Oct. 18-20, Buffalo, N. Y.

Reduced Fare to National Convention.

A reduced rate of one fare and one-half for the round trip to Buffalo, N. Y., for the convention of the Grain Dealers National Ass'n, has been granted by the passenger ass'ns from all points in the United States; and from points east of Fort William, Ont., by the Canadian Passenger Ass'n.

To get the reduced rate it will not be necessary to have the tickets validated at the convention, as the railroad companies are satisfied the attendance will exceed the necessary number. Those purchasing tickets at home before starting will buy a round trip at the price of 1½ fares, and before returning home will have the ticket stamped at the ticket office at the station.

Certificates can be procured from the Sec'y of the Grain Dealers National Ass'n at Toledo to be presented to your local railroad ticket agent when purchasing the round-trip ticket at the reduced rate as evidence that the purchaser is entitled to the reduced rate.

Local Committees for the Buffalo Convention G. D. N. A., Oct. 18-20.

General Chairman—Geo. B. Wood.

Entertainment Committee—Charles Doorty, chairman; Lloyd Hedrick, Elliott Mitchell, Jas. McKillan, Geo. P. Urban, Henry Hudson.

Finance Committee—C. C. Lewis, chairman; W. E. Townsend, treasurer; Harold Tweedin, M. C. Burns, Charles Kennedy, Hayden Hewhall, Charles Wolverton.

Publicity Committee—Frank Greutker, chairman; Harry Richardson, Frank Schoenhart.

Hotels and Transportation Committee—Mr. Earl McConnell, chairman.

Ladies' Reception Committee—Mrs. Earl McConnell.

Tillie Bryant's Special to Pick Up Shippers In Route.

For the benefit of those who had heretofore imagined they might be forced to "go west" a couple of states to get to St. Louis Sunday, Oct. 17th, to ride the "Tillie Flyer" to the annual convention of the Grain Dealers National Ass'n at Buffalo, to which everyone is going, have been granted permission to board this "wheeled palace" Sunday at points where the locomotive will take water, viz. Decatur, Ill., (3:45 p. m.); Danville, Ill., (5:20 p. m.); Lafayette, Ind., (6:30 p. m.); Logansport, Ind., (7:30 p. m.); and Fort Wayne, Ind., (9:20 p. m.).

This train will run "on time" from start to destination, leaving St. Louis on Sunday, Oct. 17th, at one in the afternoon. It is estimated that a few of the boys will have to walk in from Falls View, Ontario, where the "special" is going to tarry for a "picture" (not pitcher) and a view of the Falls.

Illinois and Indiana passengers from Attica, Tolono, Sidney, Williamsport, Peru, Wabash, Huntington, etc., in fact most any point along the Wabash (St. Louis-Detroit branch), may have the "limited" stop to pick them up by wiring Tillie Bryant (Merchants Exchange, St. Louis, Mo.) in ample time.

DO IT NOW! C'mon along.

George E. Booth Leads Membership Campaign.

George E. Booth of Lamson Bros. & Co., Chicago, lead the recently closed new-membership campaign of the Grain Dealers National Ass'n with a total of 31 new members.

Harry Williams of Nashville was a close second with 24 new members. The friendly rivalry between these two has been intense throughout the year.

W. H. Harter of Minneapolis successfully brought up the membership of his market by 13 new members for third place, so that the Minneapolis market now holds second place in number of members.

J. D. Stoughton of Buffalo holds fourth place in this "booster" campaign, having added 12 new names to the membership roster.

The rivalry was not confined to boosters but was extended to a contest between central markets. The Kansas City market beat the St. Louis market for third place by the slim margin of two members.

By markets, the score at the close of the membership campaign stood with Chicago in the lead with 84 members, Minneapolis second with 76, Kansas City third with 43, St. Louis fourth with 41, Buffalo fifth with 30 and Nashville sixth with 26 members.

Mr. Booth held second place in the "Booster" campaign last year and tied for second place the previous year.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Dealers Alone to Blame.

Grain Dealers Journal: Nothing is wrong with the grain elevator business. The blame is all with the fool dealers themselves. They make the trouble they are kicking about.—W. A. Pegram.

Impossible to Handle Grain on 2 Ct. Margin.

Grain Dealers Journal: Some time ago I read an article in your Journal as to "What is wrong with the grain business?" I have spent twelve years of my short life in the country grain business, quitting it at the outbreak of the great world war. During my years in the grain business we hired the best of second men for \$40 and \$50 a month, and bought our gasoline for 7 and 8c per gallon and it was put into our tank. Then we got an average of 1½ cents a bushel margin, today with labor two and one-half times what it was, gasoline 19c, and where electricity is used it is higher than gasoline, and the boys today are glad to get 2c a bushel margin, and it can't be done. It surely seems a sin to take more margin, when we all know, but few producers have made expenses since 1919, but why all loose. While I am not directly interested in the grain business now, I continue to take the Grain Dealers Journal as I think it is the cleanest business going and wish I had never quit it.—H. H. Regrets.

The Congestion at Montreal.

Grain Dealers Journal: Apparently more publicity has been given to the temporary congestion which occurred here than was warranted, because similar conditions have occurred previously at this port as well as all other big terminals, including the Gulf ports, and very little has been said.

Altho we have reasonably large storage facilities at Montreal, it is generally agreed that the growth of business has exceeded the storage capacity at present available, but, nevertheless, the authorities are quite wide awake and we feel sure that the program which has been laid out for additional elevators and annexes will prevent any similar tie-up of canal tonnage for some time to come. As it is reported, the congestion has now boiled down to normal and we have only sixteen lake vessels loaded with grain in the port, and as they unloaded twelve in one day you will realize that no congestion prevails at the present time.

As we see it, the temporary congestion was caused thru the fact that a large quantity of grain, principally American, in the shape of rye and other coarse grains, was sent to Montreal in the hope that the demand, principally Continental, would continue, but on the contrary the expected orders failed to materialize with the result that the elevators could not be cleared as they should have been, also undoubtedly the effect of the coal strike, which resulted in so many grain tramps being taken from the regular grain trade and put into the coal carrying trade, resulting in abnormally high freights, and a general scarcity of ocean tonnage had something to do with the falling off in shipments of all grades.

In any event, as we have previously mentioned, conditions are very much better all around and with the heavy movement outward which we have every belief will continue for

the balance of our navigating season, we do not see any possibility of troubles which we have recently experienced.—Grain Freight Broker, Montreal, Que.

Does 1% Dockage Prevent Load Being Classed as Wheat?

Grain Dealers Journal: When a car of "wheat" is bot "as is," Can the seller compel the buyer to accept the contracted "wheat" when it contains one or more per cent of dockage? We contend we purchased wheat and not dockage, tho nothing was said about dockage in the contract.—Curious.

To Be Safe Country Buyers Must Work on Wider Margin.

Grain Dealers Journal: A recent survey of sixty-five Farmers Elevators made in Illinois by George R. Wicker of the Illinois Agricultural Ass'n, was startling, when considering the net operating results of a majority of the elevators reporting, and it is quite evident that some action must be taken to avoid the inevitable result of accumulating losses.

Out of the sixty-five concerns investigated, eighteen companies reported a small profit, ranging from less than 1% to 6% net income. These eighteen companies had adequate capital and the stock has not been impaired.

In a group of sixteen companies, a few made a small profit, but the majority barely made expenses. These sixteen companies have been operating largely on borrowed capital and the interest charge alone was 65c on each \$100 sales. Thirty-one companies operated at a loss ranging from \$38 to \$17,000.

These surveys undoubtedly reflect the correct operations of the various elevators and the results indeed, are discouraging to the owners or individuals who have their money invested. Unless the business can be made at least self-sustaining, the result is obvious and complete failure is only a question of time. Every investor is entitled to a reasonable return upon his money and his interest by all means should be protected.

It is, therefore, high time these very important matters were carefully considered and brought to the attention of the industry. Assuming that the management is efficient and the volume of business transacted is sufficient to show a profit, the entire matter then resolves itself on the margin necessary to meet all expense charges and a fair return.

In my humble opinion, the elevator owners or managers have not had a sufficient margin on the sales of grain. The desire to favor the growers or producers and frequently the keen competition between rival elevator interests and occasionally mismanagement, have resulted in bringing about the loss.

The country elevator is an essential institution for the benefit of the community. Without it the growers would face a severe handicap in the marketing and distribution of their products, and it is, therefore, only equitable that the elevator men have a reasonable profit. As a rule, the elevator interests must stand between the daily markets and future fluctuations and upon a declining market, naturally, they lose the small margin of anticipated profit. When, however, the market rises, the margin becomes greater.

There is always an element of speculation in handling cash grains, especially with a violently fluctuating market. The solution of the problem is that purchases should be made with an adequate margin at all times; careful system of credits and a close supervision of collections and above all, avoidance of speculative transactions.

In handling large quantities of cash grain, hedging in the future market should be conducted very carefully. Never make a speculation out of a hedge and do not fight it.

The answer is:—Elevator men must cease

cut-throat competition and demand a fair return for their service, labor, investment and hazards.—Lew Hill, Indianapolis, Ind.

What Is the Matter With the Grain Trade?

Grain Dealers Journal: I am of the same opinion as to what is the matter with the grain trade, as expressed by many of your subscribers. That there is seemingly too many in the grain trade and those who are in the business are forced to do business on too small margin of profit.

I wish that every reader of the Journal would turn to page No. 292 of the Sept. 10th, number and read what Mr. Pierce Blewett owner of the Star Elevator Co. and 2,400 acres of farm land, Jamestown, N. D., thinks has caused the trouble with the grain business.

He states that our present prohibition law is responsible for the present depression in the country and that it has destroyed our grain markets, besides destroying our respect for our constitution. But I want to state right here that you can possibly make the man who thinks wet, drink wet and votes wet swallow this statement, but not the law abiding citizen, who remembers the general conditions of a few years back.

As for the oats market, power farming, automobiles and trucks have so taken the work away from the horse that there is no doubt but what they have lessened the demand for oats, therefore the lower value. But corn has averaged much higher in price since the Volstead Act went into effect than it did twenty years ago or more when there was a saloon in every country town. There is several hundred by-products of corn, and the demand has broadened sufficiently to take care of the demand formerly made by the distilleries.

Thanks to Providence, they have found a place for corn instead of for the manufacture of alcoholic liquors. The various products made from corn, and used as food, is producing a race of people in the U. S. that is leading the nations of the world. The general condition of all the people at the present time as compared with the days of the open saloon, is many times better. Our people are better fed, better clothed, and homes are much more modern, with heating plants, electric lights and many other conveniences.

Our rural communities are building the best of educational institutions and are giving our boys and girls the chance for a high school education. At the present time it costs approximately \$6,500 to grow, feed, clothe and put our boy or girl through school at the age of eighteen. Do you suppose that the parents of those boys and girls want to see the 18th amendment null and void, thereby allowing the unrestricted manufacture and sale of alcoholic liquors, whether under Government control or any other form of regulations? Absolutely not.

Why is it, that Institutions who require men in positions of responsibility and trust, always want men of good character who do not use alcoholic liquors in any form? Ask large banking and industrial institutions if they want prevolstead days again. Their answer will be no, for they know since the 18th amendment went into effect deposits have increased to an enormous figure. The laboring man owns his home, automobile and has money in the bank. The wife and children are much happier in most instances.

Alcohol is a drug; it is a habit forming drug; taken in small amounts does little harm; the universal experience of hundreds of years shows that few alcohol drinkers are able to restrict themselves to small amounts. In practice the immoderate use of the drug is directly destructive of health, and is the indirect agent of every kind of vice and crime. It promotes dishonesty, disease, deformity, insanity and prostitution. It causes inefficiency, accidents,

poverty, misery and death. It was the persistent teaching of the undenied and undeniable facts that prepared the ground and led to the adoption of the 18th amendment.

May the Statue of Liberty as it stands in the harbor of New York, be an emblem of the sober judgment and moral sense of the American people, who have not toiled in vain, but have helped to rid the United States of the deadly menace of the drug, alcohol.—D. D. De Forest, Mgr., Yocum Grain Co., Nekoma, Ill.

The Cause of Grain Trade's Troubles.

Grain Dealers Journal: Have just read communication from Pierce Blewett of Jamestown, N. D., in which he blames all the business troubles of the United States, and especially all troubles of agriculture and the grain business on prohibition. While we have no inclination to enter into any controversy with anyone over the liquor business, would suggest that Mr. Blewett read the trade reports that are published regularly in any metropolitan newspaper or trade paper, then if he doesn't believe that general business is good, take a trip to Europe and visit England, France and Germany where liquor is easily obtainable and compare those conditions with the conditions here. We believe he will be content to remain in the United States under prohibition.

As to the troubles of the grain trade, we refer him to page 298 of the *Grain Dealers Journal* of the same issue in which his communication appeared. The troubles of the grain growers in North Dakota have been aired for several years and it seems to be the consensus of opinion they should diversify their farming instead of sticking to one grain crop. Would also refer him to a report recently published by Cornell University economist comparing the expenditures of the average farm family of today with the expenditures some years ago.

If we thought that our business were dependent on the liquor business for success, we would change our lines immediately.

The proposition that the commerce of this country is dependent on the liquor business is so absurd as to be ridiculous.—H. B. Low & Son, Orangeville, Pa.

New Chief Grain Inspector at Houston, Tex.

W. J. Peterson has been appointed chief grain inspector at Houston, Tex., to succeed J. H. Upschulte, who resigned on account of ill health.

Mr. Peterson has been connected with federal grain supervision as supervisor at Galveston, New Orleans and Duluth for the past five years, and prior to that time he was connected with the Omaha Grain Exchange. With knowledge of export requirements and his experience as supervisor the Houston Merchants Exchange feels that Mr. Peterson will be able to handle all export grain thru the Port of Houston and its new elevator with dispatch and efficiency.

Manitoba Wheat Pool to Have Use of All Elevators.

The Northwest Grain Dealers Ass'n, which includes the line and independent elevators in the Canadian Northwest, has agreed to handle grain for the pool as last season, by cash or storage ticket, by wagon load or carlot.

A difference of opinion as to how long the agreement should continue was adjusted at a conference at Winnipeg Sept. 28. The arrangement will hold good until May, 1927, after which time the agreement can be canceled by either party on 14 days' notice, until Aug. 31, 1927, when the contract expires in any event.

North of the Mason-Dixon Line feed crops were poor. Should you handle this lucrative side line, your patrons are awaiting sales solicitation.

Driveway Chatter.

BY GUS.

Along with the steam-railroads, high powered autumobels, electricity an' trucks in which th' wheat grower kin haul hiz grain, they ain't come much improvment in th' mem'ry or observin' ability o' th' haulers. A man down to Spearville tole me they is as bad as ever. Sed one time one o' 'em dropped a bottle into th' pit.

I remarked thet bottle-droppin' in th' Sahara o' th' Sunflower state was so rare that I cudn't beleive it, an' he sez, "O, it warn't thet kind o' a bottle."

Down in hiz part o' th' plains it seems like peepul hez got th' habit o' carryin' their drinkin' water with them when they goes tu haulin' wheet. They fills a quart bottle or a jug or somethin' with the precious fluid whut man hez occasionally desecrated by mixin' sum alcohol with, an' buries it in their load to keep ut cool. Tho fur th' life o' me I can't see how thet would keep ut cool, expecially if ut was buried in some combined wheet fresh from th' field.

Anyways this feller hed hiz bottle o' water buried in his load o' wheet an' when he dumped th' load th' bottle got down into th' pit. Th' leg was a elevatin' all the time an bi an' by this bottle got stuck crosswise th' entrance tu th' boot an' clogged ut up so no wheet cud git thru. Th' elevator man got him a crowbar an' crawled down into th' pit. But th' bottle was buried under 5 feet o' wheet an' no matter how hard he'd try he cudn't bust thet bottle.

He tried to move it from th' boot side without no success. Finally he got tu swearin' an' got so mad thet he hauled off with thet crowbar an' jabbed it thru th' opening into th' boot so hard thet he busted the bottle an' about 3 pints o' water spilled into th' wheet with the splintered glass. But thet let th' wheet git into th' boot an' he went to elevatin' agin.

This dealer tole me as how 'twas a common thing to find nails, odd bolts an' bits o' metal being dumped in a load. I been thinkin' ever since 'bout inventin' some inexpensive

gehaw tu stop such stuff gettin' fu'ther then th' entrance tu th' boot, but I ain't got ut figured out yet. Been thinkin' some tu about a mem'ry or observation system for farmers but can't diskover a way to git them to study ut.

* * * * *

Methods o' raisin' cattle fur th' market hez changed a lot frum th' way th' real ole cow-puncture used ter do ut. With greatly improved consequences on th' teeth o' th' poor consumer. More an' more o' th' ole ranches is bein' cut up into farms. Read an item t'other day thet th' Great Matador ranch in Texas is bein' sold fur colonization in farm blocs. Reckon maybe a lot o' thet half-millyun acres will go tu raisin wheet an will need a couple o' elevators.

* * * * *

Met a feller a few days back whut sed he wuz 100% co-operative. Maybe he wuz, I don't know. I didn't go tu contradicktin' his statement 'cause when yu see a jaw like hiz yu generally are diplomattick enuf tu keep out o' fist fites. But I soon diskovered he wuzn't co-operative enuf with hiz fellow dealers tu take a reasonable margin on th' wheet whut come in.

He sed "Yu run yure elevator an' I'll run mine." Then he set in tu onc't skyrocketin' th' price so's he cudn't make no money an neither cud no one else.

I herd some things around thet locality whut led me tu think thet institoon wuzn't so very strong finanshally an' wuzn't s'prised no how.

* * * * *

They is a kumunity in Kansas whut don't raise such a lot of wheet but whut one or tu elevators cud handle ut all comfortable an' still not make much. But th' town hez four elevators, three o' which is located jest acrost th' street frum each other.

Every time a farmer cums tu town with a load of wheet he drives tu th' crossin' an' they all git out their testin' kettles an' go out tu make their bid. Th' farmer auctions ut off tu th' highest bidder.

These fellers play each other a lot o' dirt in buyin' an' ain't got no scruple at all. But they keep good natured about ut 'cause uts a lonsome country an' they wants tu talk tu somebody besides themselves sometimes.

Does the rope on your man-lift worry you in your trips up and down? Replace it now while you're still apt to take plenty of time to the job. You're dealing with your own life.

Are you thinking of an appropriate Christmas reminder for your customers? Something a bit different, a little more distinctive and useful, will pay dividends, but a sincere card of appreciation will mean the most to them.

B/L Forger Sentenced.

Lewis E. Sands, former bean and produce merchant of Albion, N. Y., has pleaded guilty in Federal Court of using the mails to defraud, in an effort to save his firm from bankruptcy. He has been sentenced to two years in the Federal prison at Atlanta, Ga.

General Farm Price Level Shows Slight Increase.

Lower farm prices of practically all crops from Aug. 15 to Sept. 15 were offset by increases in meat animals, dairy and poultry products, says the Department of Agriculture in its farm price report issued today.

The general level of farm prices is placed at 134 per cent of the pre-war level, compared with 133 on Aug. 15, and with 144 per cent in Sept. a year ago.

Prices of feed grain moved downward during the month in sympathy with corn prices. The decline in wheat prices is attributed largely to the shift from an old to a new crop basis, especially in the spring wheat States.



W. J. Peterson, Houston, Tex.
Chief Grain Inspector.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Eds, Colo., Sept. 29.—Only 40% of a crop this year on account of dry weather.—X.

ILLINOIS.

Heyworth, Ill., Sept. 16.—We have three jobs of oats to thresh which are in bad condition. It is too wet to plow for fall wheat but will have large acreage if conditions permit sowing. The new corn is 50% out of danger of frost.—Geo. W. Gelsthorpe, mgr., Farmers Co-op. Grain Co.

Paw Paw, Ill., Oct. 5.—Very favorable crop conditions prevail here. Approximately 1,000 acres of small grain still standing in the field and very little chance of its being threshed. There has been no fit weather to thresh so far. What has been threshed has gone into bins in bad condition.—J. R. Reynolds, Paw Paw Co-operative Grain Co.

Springfield, Ill., Oct. 6.—With soil already saturated and streams full, rains have continued all week, causing unprecedented floods for the season. The flood condition is worst in the central counties. Corn in the bottoms has been flooded and wet, cloudy weather prevents its ripening, tho much of it is mature. Some corn is moulding in the husk and down corn is rotting. Last week's frost damaged unmaturing corn in the four north tiers of counties. Small grain is sprouting in the stacks and shock grain is almost worthless. Some alfalfa which has been cut is moulding in the fields. Very little field work is possible and but little wheat is sown.—Clarence J. Root, meteorologist.

INDIANA.

Rosedale, Ind., Sept. 30.—Corn very sappy and late and sprouting on the stalk, also badly down.—Rosedale Elvtr. Co.

IOWA.

State Center, Ia., Sept. 29.—Farmers are feeding most all of their grain, especially corn and oats. Less than 30,000 bus. of grain will be shipped from this station this year.—I. L. Patton & Son, H.

Des Moines, Ia., Oct. 6.—Frost, ear worm and mold damage probably has rendered one-half of the Iowa corn crop unmerchantable, altho it still retains much feeding value. Continuation of the rainy weather will cause serious damage and may reduce the 25% of the crop that normally goes to market. Only about one-half of the silos will be filled unless weather conditions improve, the farmers now being unable to use harvesting machinery in the muddy fields, their efforts to save the frosted corn by cutting it for silage. The silage is much needed to supplement the short hay crop.—Chas. D. Reed, director weather and crop bureau.

KANSAS.

Jetmore, Kan., Sept. 29.—Seeding will be finished this week with a good increase in acreage. Have never seen wheat go into such fine conditioned ground.—A. H. Ling.

MINNESOTA.

Eagle Lake, Minn., Oct. 5.—Crops in this district are good.—G. A. Harein, agt., Commander Elvtr. Co.

Fisher, Minn., Oct. 6.—Crops around here are fair.—A. H. Rystad, mgr. Farmers Co-op. Elvtr. Co.

NEBRASKA.

Preston, Neb., Sept. 27.—Heavy frost night of Sept. 27. Very wet with lots of rain. Wheat not rowed and will be late. Rained all night of 26th.—J. M. Gilmore, Gilmore Elvtr.

Liberty, Neb., Sept. 29.—Crops were poor this year; wheat about half a crop; corn will be short with little surplus to ship out, but will be a trade around between the farmers and the Elevator Co. Oats were good, but a small acreage was sown last spring, so the crop is short. The acreage sown this fall is larger than for years as this is a one-crop country. Wheat is coming along fine and could be no better, as we had plenty of rain the last three weeks.—C. W. Hagerman, mgr., Liberty Elvtr. Co.

NORTH DAKOTA.

Alexander, N. D., Oct. 2.—Crops are poor here.—Oscar Winden, agt., International Elvtr.

Minot, N. D., Sept. 29.—All grain in shocks is wet and sprouted. About 10 days' threshing left around here.—Minot Farmers Co-op. Elvtr. Co.

OHIO.

Ingomar, O., Oct. 7.—Not over 10 per cent wheat sown account wet weather. Corn looks exceptionally good.—O. Klepinger.

Rocky Ridge, O., Oct. 6.—Weather has been wet here but a large share of threshing done before last wet spell which is doing so much damage to grain standing out.—L. C. Schmunk, mgr., Ottawa County Co-op. Elvtr.

TEXAS.

Booker, Tex., Sept. 30.—Had fine rains in the Panhandle. Farmers all busy sowing wheat.—C. R. Halman, Booker Grain Co.

WEST VIRGINIA.

Martinsburg, W. Va., Sept. 25.—Wheat is extra good quality in this section this year.—John W. Bishop Co.

Crop Prospects Approach 10-Year Average During September.

Chicago, Ill., Oct. 2.—Crop prospects, in the aggregate, were not materially changed during September, and are nearly up to the average. The month was excessively wet, which interfered with late threshing and fall wheat seeding. Oats quality has been reduced materially by weathering and quantity reduced somewhat. The influence of the month's weather on corn was mixed. Late corn developed rapidly early in the month, but a frost on Sept. 25 over a portion of the belt hurt it some. Floods caused some damage. Spring wheat is turning out about as expected a month ago. The frequent rains have made rich fall pasture.

The condition of the corn crop is estimated at 73.6% of normal, which compares with a ten-year average of 77.3. The indicated yield per acre is 26.6 bus., and total forecast is 2,693,836,000 bus. This is but slight change from a month ago, when our forecast was 2,682,818,000, and the government was 2,697,872,000 bus. If there had been no frost or flood damage the forecast would probably have been materially higher. There is likely to be a wide range of quality of corn this year—some very good, and some very poor.

The yield of oats turned out about 27.1 bus. per acre, which compares with a ten-year average of 32.0 bus., and a total of 1,244,859,000. A month ago our forecast was 1,262,550,000 and the government 1,263,619,000 bus. Last year's crop was 1,512,000,000 bus., and the average of the preceding five years 1,324,000,000 bus.

The crop this year is worse than these quantity figures indicate. The crop measures light weight, much has spoiled by weathering, and a larger percentage than usual will not be threshed at all. The excessive rains of September is the cause of this condition.

The yield per acre of spring wheat is estimated 10.2 bus., which compares with a ten-year average of 12.1 bus. The total production is estimated at 213,345,000 bus. A month ago our forecast was 218,005,000 and the government forecast 212,109,000 bus. Last year the crop was 271,000,000 bus. and the average for the preceding five years 243,000,000. The crop had an unfavorable start, underwent a dry June and July, from which it never recovered.—Nat C. Murray, statist, Clement, Curtis & Co.

Government Crop Report.

Washington, Oct. 11.—The crop reporting board of the United States Department of Agriculture makes the following forecasts and estimates:

Corn, condition, Oct. 1, 72.4%; against 86.2% a year ago, and 77.3, the 10-year average.

Flaxseed, condition, Oct. 1, 64.7%; against 71.1% a year ago, and 70.8, the 10-year average.

Corn, production, estimated Oct. 1, 2,680,000,000 bus.; against 2,905,000,000 harvested a year ago, and a 5-year average of 2,849,000,000 bus. Yield per acre 26.5, compared with 28.6 bus. in 1925.

Flaxseed, production, estimated Oct. 1, 19,500,000 bus.; against 22,000,000 a year ago and a 5-year average of 17,800,000 bus. Yield per acre, 6.9, against 7.3 bus. a year ago.

No new condition figures for Oct. 1 were announced on the other important crops; but slight changes were made from the Sept. 1 estimates of production, which were, on Oct. 1, as follows:

Winter wheat, production, 626,000,000 bus., against 396,000,000 bus. a year ago and a 5-year average of 549,000,000 bus.

Spring wheat, production, 213,000,000 bus., against 271,000,000 bus. a year ago, and a 5-year average of 253,000,000 bus.

Oats, production, 1,282,000,000 bus., against 1,512,000,000 bus. last year, and a 5-year average of 1,527,000,000 bus.

Barley, production, 197,000,000 bus., against 217,000,000 bus. last year, and a 5-year average of 186,000,000 bus.

Rye, production, 41,900,000 bus., against 48,600,000 last year, and a 5-year average of 68,200,000 bus.

Hay, production, 83,200,000 tons, against 86,700,000 tons last year, and a 5-year average of 90,500,000 tons.

Durum wheat production in four states is estimated at 49,999,000 bus., against 66,593,000 bus. in 1925.

Yields per acre this year are estimated at, spring wheat, 10.2 bus.; oats, 27.9; barley, 22.2; and hay 1.41 tons, compared with, for last year, spring wheat, 12.9; oats, 33.2; barley, 26.4; and hay, 1.50 tons, per acre.

Illinois Oats and Wheat Prospects Decline.

Decatur, Ill., Oct. 2.—The last 56 days have given Decatur and vicinity around half an inch of rain on an average each 24 hours, or in other words three-fourths of the average annual precipitation. Farmers have about given up hopes of ever threshing the 5% of wheat and 25% of oats yet standing in shock in the fields.

It is generally conceded that the recent light frosts in Central Illinois have done but little if any damage to our corn crop. Many believe that by the time another frost period arrives, say in ten days from now, that same would then be beneficial in the way of curing and maturing the crop.

These torrential rains have not been generally accompanied by heavy winds and not a great per cent of the acreage is on the ground. October weather will have a lot to do with how much good corn we raise. Our weather man does not promise a great deal of clear cold weather, and our guess is that in the windup we will find ourselves with a pretty good yield per acre (best on high rolling lands), but that a more or less percentage of the crop will be low in feeding and shipping value.

Very few local elevators have oats on hand that are yet fit to ship to market, so that business in that cereal is slow even at recent enhanced prices.—H. I. Baldwin & Co.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at the following markets for the past two weeks have been as follows:

	Sept. 25.	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 9.	Oct. 10.	Oct. 11.
WHEAT																
Chicago	137	138 1/2	138 3/4	140 1/4	140 1/2	141 1/4	140 3/4	138 3/4	138 1/2	137 1/2	138 1/2	137 1/2	138 1/2	137 1/2	137 1/2	137 1/2
Kansas City	130 1/2	132 1/4	133	134 1/4	134 1/2	135 1/4	134 1/2	133	132 1/2	131 1/2	132 1/2	131 1/2	132 1/2	131 1/2	131 1/2	131 1/2
St. Louis (red winter)	142	141 1/2	142 1/4	144	145 1/4	145 1/2	144 1/2	143 1/2	142 1/2	142 1/2	142 1/2	141 1/2	142 1/2	141 1/2	141 1/2	141 1/2
Minneapolis	141 1/2	141 1/4	142 1/4	144 1/2	144 3/4	145 1/2	144	143	142 1/2	141 1/2	142 1/2	141 1/2	142 1/2	141 1/2	141 1/2	141 1/2
Duluth (durum)	126 1/2	127 1/4	128 1/4	129 1/2	130 1/2	130 1/2	129 1/2	128 1/2	126 1/2	126 1/2	126 1/2	127 1/2	126 1/2	126 1/2	126 1/2	126 1/2
Winnipeg	132 1/2	133 1/4	133 1/2	136	136 1/2	137 1/2	136	134 1/2	133 1/2	133 1/2	133 1/2	135 1/2	134 1/2	134 1/2	134 1/2	134 1/2
Milwaukee	136 1/2	138 1/2	138 1/2	140 1/4	140 1/2	141 1/4	140 3/4	139	138 1/2	137 1/2	138 1/2	137 1/2	138 1/2	137 1/2	137 1/2	137 1/2
CORN																
Chicago	80 3/4	80 3/4	80	81	80 3/4	80 1/2	81 1/4	80 3/4	80 1/2	80	80 1/2	80 1/2	79 1/2	77 1/2	77 1/2	77 1/2
Kansas City	78 3/4	78 3/4	78 1/4	79 1/4	78 3/4	78 1/2	79 1/2	78 3/4	78 3/4	77 3/4	78 3/4	77 3/4	77 3/4	76 1/4	76 1/4	76 1/4
St. Louis	80 1/4	80 1/4	80	80 1/2	80 1/2	80 1/2	81 1/2	80 3/4	80 3/4	79 3/4	79 3/4	79 3/4	77 3/4	77 3/4	77 3/4	77 3/4
Milwaukee	80 3/4	80 3/4	80	81	80 3/4	80 3/4	81 1/2	80 3/4	80 3/4	80 3/4	80 3/4	80 3/4	79 3/4	77 3/4	77 3/4	77 3/4
OATS																
Chicago	43 3/4	43 3/4	43 3/4	43 3/4	44	44 1/4	44 1/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4
Kansas City	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4	43 1/4
Minneapolis	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4	41 1/4
Winnipeg	50 3/4	50 3/4	50 3/4	51 1/2	52 1/2	53 1/2	53 1/2	53 1/2	52 1/2	52 1/2	52 1/2	53 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Milwaukee	43 3/4	43 3/4	43 3/4	43 3/4	44	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4	44 1/4
Chicago	99 1/2	99 1/2	100 1/4	101 1/4	100 1/2	101 1/2	100 1/2	99 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
RYE																
Minneapolis	93 3/4	94 1/4	95	95 3/4	95 3/4	96 3/4	94 3/4	94	93 3/4	93 3/4	93 3/4	93 3/4	93	93	93	93
Duluth	95 1/4	95 1/4	96 1/4	97 1/4	97 1/4	97 1/4	96	95	94 3/4	94 3/4	94 3/4	94 3/4	94 1/2	94 1/2	94 1/2	94 1/2
Winnipeg	95 1/4	96 1/4	96 1/2	97 3/4	98 3/4	98 3/4	96	95 3/4	95 3/4	95 3/4	95 3/4	96	95 1/2	95 1/2	95 1/2	95 1/2
BARLEY																
Minneapolis	67 1/2	66 3/4	66 3/4	67 1/2	67 1/2	68	67 1/2	67 1/2	66 3/4	66 3/4	66 3/4	67	67	67	66 3/4	66 3/4
Winnipeg	62 3/4	62 3/4	62 3/4	63	63 3/4	65	64 3/4	63 3/4	63 3/4	63 3/4	63 3/4	64 1/2	64	64	63 3/4	63 3/4

Canadian Government Crop Report Criticised.

The Aug. 1 estimate made by the Canadian government of wheat production in the prairie provinces was only 297,000,000 bus., and its Sept. 1 estimate was 376,000,000 bus. Altho August was favorable for wheat in Canada, no such actual improvement occurred. The difference is due to faulty method of estimating the crop on Aug. 1. Government correspondents of each province are given the ten-year average yield per acre, and on this basis, the correspondents are asked to report the condition, "in percentage above or below the decimal average, represented by 100," and the results are applied to the ten-year average yield.

The government naively assumes that there is no bias among the thousands of reporters. One of the arts of accurate crop forecasting is to devise a method of overcoming the normal bias of local crop reporters. Evidently the Canadian officials have not yet learned this. The United States government learned it long ago, and the crop forecasts of the United States Department of Agriculture are, we believe, the best in the world. We have respect for the integrity of the Canadian officials and we believe they will discover the weakness of their method and correct it in the future.

The schedule of inquiry, upon which the Canadian Sept. 1 report was based, called for a preliminary estimate of yield per acre, and the higher figure given out for Sept. 1 was undoubtedly based upon replies in this form, instead of the faulty percentage of average basis of Aug. 1.

Canadian Wheat Crop.

Our Oct. 1 estimate of the Canadian wheat crop is as follows, totals in thousands of bushels (000 omitted):

	Acres.	Bu. per acre.	Total bu.
1926—			
Manitoba	2,211	20.5	45,325
Saskatchewan	13,278	17.5	232,365
Alberta	6,256	16.0	100,096
Total above.....	21,745	17.4	377,786
Others	1,108	.....	.....
All Canada.....	22,853	.....	.....

	Acres.	Bu. per acre.	Total bu.
1925—			
Manitoba	2,220	17.8	39,453
Saskatchewan	13,003	18.5	240,551
Alberta	5,687	18.0	102,299
Total above.....	20,910	18.3	382,303
Others	1,263	23.0	29,073
All Canada.....	22,173	18.6	411,376

The averages of the estimates of our correspondents from Manitoba and Saskatchewan in the last week of September are almost the same as a month ago. In Alberta there has been material deterioration. Some correspondents have failed to report; others give no estimates but comment that the wheat is under snow and much is uncut. Under these conditions a satisfactory average for Alberta can not be given.—Nat C. Murray, statist, Clement, Curtis & Co.

Sad Prediction for the Corn Bear.

The early frosts and the late rains made much of a colossal amount of unmatured corn, but singularly enough the damage was not reflected in the market price of the commodity. If we should have, which now seems improbable, ten days of warm weather much of the corn that was not too severely frost-bitten could mature, but the quality as well as the yield has been seriously affected and it will be slim picking this autumn on a lot of Illinois and Iowa farms.—Farnum, Winter & Co.

N. W. G. D. Ass'n Canadian Crop Résumé.

Winnipeg, Man., Oct. 6.—The estimates of the crop hereunder is based on the acreage figures issued by the Ass'n June 11th, 1926. These figures are compiled from returns received from 80% of country points in the three provinces.

These returns have been received during the past three weeks, and the yields are based on actual threshing completed. In some districts these yields may be reduced, when threshing resumes, on account of weather conditions.

Manitoba: Wheat—2,047,000 acres at 21.6 bus. per acre or 44,215,000 bus.; oats—2,392,600 acres at 34.8 bus. per acre or 83,262,000 bus.; barley—1,337,800 acres at 28.2 bus. per acre or 37,726,000 bus.; rye—147,300 acres at 17.8 bus. per acre or 2,622,000 bus.; flax—164,000 acres at 11.3 bus. per acre or 1,854,000 bus.

Saskatchewan: Wheat—12,166,600 acres at 16.8 bus. per acre or 204,399,000 bus.; oats—5,428,100 acres at 30.4 bus. per acre or 165,014,000 bus.; barley—550,700 acres at 24.3 bus. per acre or 13,382,000 bus.; rye—194,200 acres at 18.2 bus. per acre or 3,534,000 bus.; flax—455,500 acres at 8.1 bus. per acre or 3,693,000 bus.

Alberta: Wheat—7,239,200 acres at 17.8 bus. per acre or 128,858,000 bus.; oats—2,329,600 acres at 36.1 bus. per acre or 84,099,000 bus.; barley—410,700 acres at 27.2 bus. per acre or 11,171,000 bus.; rye—152,600 acres at 17.4 bus. per acre or 2,655,000 bus.; flax—31,300 acres at 8.9 bus. per acre or 279,000 bus.

Aggregate: Wheat—21,452,800 acres at 17.6 bus. per acre or 377,472,000 bus.; oats—10,150,300 acres at 32.7 bus. per acre or 332,375,000 bus.; barley—2,299,200 acres at 27.1 bus. per acre or 62,279,000 bus.; rye—494,100 acres at 17.8 bus. per acre or 8,811,000 bus.; flax—651,300 acres at 8.9 bus. per acre or 5,826,000 bus.—E. G. Jones, Manager.

Frosty nights and the water in the cooling system of some of the engines used in elevators in northern sections is not a desirable combination. Calcium chloride may be added to prevent expensive damages caused by freezing.

Corn Improves Last Thirty Days.

Chicago, Ill., Oct. 1.—The condition of corn is reported at 74.6% of normal compared to 73.8 last month and 77.3, the ten-year average. This indicates a yield of 27 bus. per acre and a crop of 2,728,000,000 bus. The five-year average yield per acre is 27.7 bus. and the production is 2,849,000,000. Final yields are apt to be disappointing. December revision of acreage, however, may be upward in spite of some abandonment from an unfavorable July in the west and the more recent floods. Otherwise the crop should be below 2,700,000,000 bus.

A slight loss of spring wheat reduces the production to 208,840,000. We estimated 214,000,000 last month and official was 212,000,000. The five-year average production is 253,000,000.

Oats production 1,277,000,000, or the same as our last estimate, and compares with last month official of 1,264,000,000, 1,512,000,000 last year, and 1,327,000,000 the five-year average.

Barley production is estimated at 191,800,000 bus. Last year the crop was 217,000,000 and the five-year average is 186,000,000.—R. O. Cromwell, statist, Lamson Bros. & Co.

Manitoba Wheat Pool Late in Settling.

It was on Sept. 5 last year the Pool announced its final payment. At the annual meeting of the Manitoba Pool in July it was stated that it was expected that the final payment would be made this year on or about the same date. A full month has now passed since that date and no announcement has yet been made. Only wheat delivered up to July 15 was to be included in the 1925-26 Pool, and two months and a half would seem to have given ample time to sell the balance of the wheat and clean up the accounts.—Grain Trade News.

Chicago Ass'n of Grain Commission Merchants Organized.

Those members of the Chicago Board of Trade who are producing future delivery business have formed the Ass'n of Grain Commission Merchants to promote more friendly relations among its members and to urge the maintenance of high standards and just principles of business.

The first officers are H. H. Lobdell, pres.; A. F. Lindley, vice pres.; R. W. Bell, sec'y.

Directors: A. S. Jackson, E. S. Westbrook, Barnett Faroll, Siebel C. Harris, L. L. Winters, F. S. Lewis and A. L. Mansfield.

Meetings will be held on call.

This ass'n will co-operate with the Grain Receivers Ass'n and the Brokers Ass'n, each of which have special interests to serve, but will work for the interest of the whole Chicago grain market. Those eligible for membership are members of the Board and firms engaged in producing future delivery business. The leaders have mapped out a program of constructive effort.

Cotton Growers' Relief.

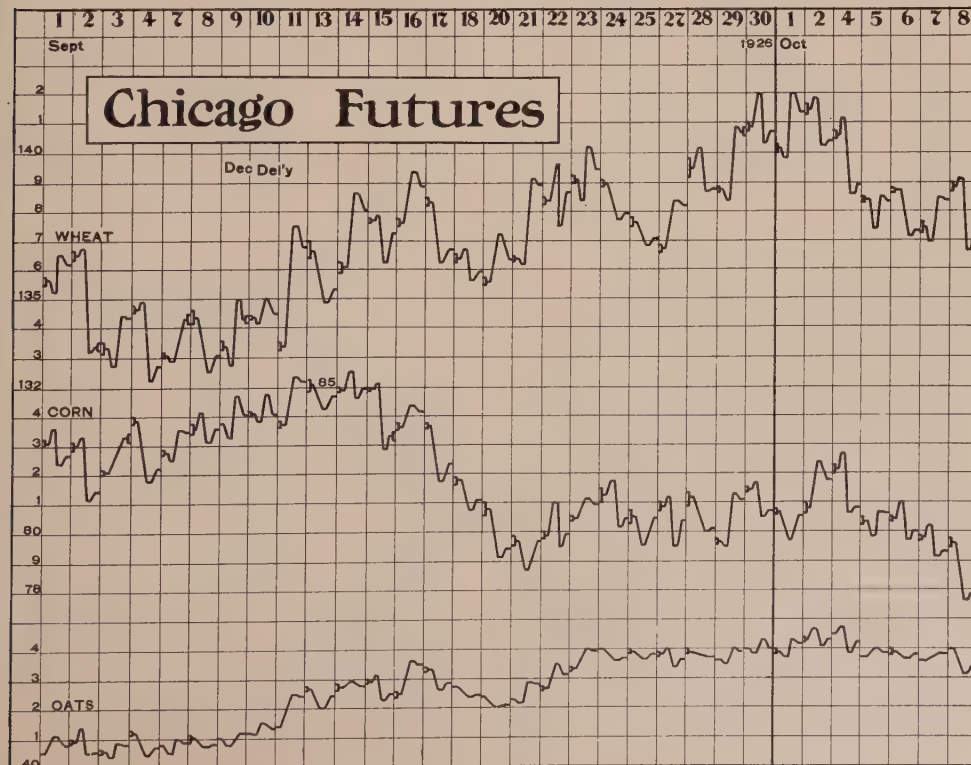
During the convention of the American Bankers Ass'n at Los Angeles, Cal., on Oct. 7, the Cotton States Bankers Ass'n at a special meeting indorsed an emergency plan which calls for a 25 per cent reduction in the cotton acreage next year, withdrawal of 1,000,000 to 3,000,000 bales of this year's crop from the market, and a bankers' agreement to finance this storage of withdrawn cotton.

The southern bankers will meet again within 10 days at Dallas, Tex.

The textile industry is suffering from a reduced consumption of cloth. It is obvious to any man in the street that the women are using less cloth in their skirts, and shops display hosiery, etc., made of fiber, rayon and silk instead of the once popular cotton.

The cotton crop this year as announced by the government Oct. 8, is the largest on record. It follows right after another large crop, that of 1925. Cotton is not a perishable crop and the surplus of 1925 remains to be disposed of. That crop was over 16,000,000 bales, and the 1926 crop is 16,627,000 bales.

Cotton for October delivery at New Orleans sold Oct. 8, as low as 12.25 cents per pound, compared with a closing price a year ago of 21.10 cents.



Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Ingomar, O., Oct. 7.—Quite a bit of old corn is moving from the farms just now.—O. Keplinger.

Hutchinson, Kan., Oct. 1.—We received the first car of new mill for this season today, same graded 3, moisture 14%, broken grains 7%, good quality grain.—C. W. Colby, sec'y Hutchinson Board of Trade.

Hilton (McPherson, p. o.), Kan., Oct. 6.—Little wheat is moving now, the only a few more days will see the end of seeding. Farmers want higher prices.—E. H. Peden, mgr., Farmers Co-operative Ass'n of Hilton.

McPherson, Kan., Oct. 6.—Movement of wheat has dropped to almost nothing while the farmers are waiting for an upturn of the market which they feel would warrant their emptying their bins. Probably a dollar and a quarter would cause some of them to loosen up.—Guy Webb, Miller Grain Co.

Liberty, Neb., Sept. 29.—There is about 60% of this year's wheat crop still in the farmers' hands, and they retain the idea that the price will go to \$2.00 per bushel, the entire wheat crop being short in this locality this year. There will not be much corn to ship out.—C. W. Hagerman, mgr., Liberty Elvtr. Co.

Washington, D. C.—Imports of wheat into bonded mills for grinding into flour for export amounted to 100,000 bus. for the week ended Sept. 11. Such imports have amounted to 6,521,000 bus. during the period from Jan. 1 to Sept. 11, compared with 4,597,000 bus. for the same period last year. No wheat was imported for consumption during the week ended Sept. 11. For the period from Jan. 1 to Sept. 11, imports of such duty paid wheat have amounted to 78,000 bus., against 66,000 bus. for the same period a year ago.

Washington, D. C., Oct. 5.—The rainiest season in years experienced by a number of important red clover seed producing districts has delayed threshing considerably and doubtless has resulted in material losses in the quantity and quality of the seed produced. A large proportion of the threshing of alsike clover seed was completed before the general rains set in, so that there has been but little interference with the movement of this seed. The U. S. Dept. of Agriculture estimates that less than 15% of the red clover and about 60% of the alsike clover seed crops had left growers' hands up to Sept. 28.

Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, as compared with September 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	2,258,806	897,686	2,073,255	2,341,954
Chicago	3,832,000	2,853,000	2,881,000	1,129,000
Cincinnati	550,200	424,200	497,000	338,800
Denver	1,626,000	1,012,500	154,500	21,000
Duluth	12,377,594	22,899,794	6,372,973	12,229,197
Ft. William	35,304,348	48,742,164	21,351,801	33,184,337
Ft. Worth	1,743,000	756,000	855,400	212,800
Galveston			4,818,053	
Houston	372,400		304,000	
Hutchinson	2,540,700	949,050		
Indianapolis	428,000	294,000	296,000	88,000
Kansas City	6,505,500	4,585,950	5,034,400	2,497,500
Los Angeles	245,200	308,000		
Milwaukee	539,000	456,400	132,700	45,216
Minneapolis	14,889,860	20,649,250	3,587,430	7,752,070
Montreal	13,276,705	11,709,062	9,049,261	8,676,939
New Orleans	1,871,253	33,600	1,508,989	284,841
New York	7,106,400	5,509,000	7,752,000	4,174,000
Omaha	2,384,200	1,975,400	2,069,200	2,114,000
Peoria	137,400	285,600	124,800	274,800
Philadelphia	1,037,217	1,228,923	962,386	1,187,597
Portland	6,661,300	3,892,250	5,792,642	3,307,253
St. Joseph	789,600	789,600	316,400	313,600
St. Louis	5,512,600	2,102,800	2,793,086	1,775,600
Seattle	2,931,600	2,188,200	2,122,733	686,581
Superior	5,721,633	11,559,262	3,167,089	8,057,927
Texas City	560,000			
Toledo	1,115,305	914,640	737,660	121,875
Vancouver	210,404		269,897	606,264
Wichita	1,579,500	1,901,700	931,500	785,700

Heyworth, Ill., Sept. 16.—About 25% of the old corn is back in farmers' hands.—Geo. W. Gelsthorpe, mgr., Farmers Co-op. Grain Co.

Madison, Wis., Oct. 7.—At the meeting of the Mid-West Shippers Advisory Board here it was estimated that in the last three months of 1926 the movement of grain and grain products would increase 10 per cent over the corresponding period of last year.

Winnipeg, Man., Oct. 6.—Final summary wheat crop 1925-26 season is as follows: total inspections, 353,301,000 bus.; in farmers hands to market, 900,000 bus.; allowance for seed, feed and country mills, 45,000,000 bus.; allowance for wastage and diversion thru other channels, 10,000,000 bus.; giving a grand total of 409,201,000 bus. for the three prairie provinces.—E. G. Jones, Manager Northwest Grain Dealers Ass'n.

Chicago, Ill., Oct. 2.—Old corn remaining on farms is 333% of a year ago. On Nov. 1 last year the stocks of old corn on farms was 61,000,000 bus.; if we extend the present rate of 333% to Nov. 1 it would indicate a carryover of about 203,000,000 bus. The average carryover for the past ten years was 115,000,000 bus.; the largest carryover of recent years was 286,000,000 in Nov., 1921, following the bumper crop of 3,209,000,000 bus. in 1920. The Mar. 1 stock on farms was reported by the government at 1,319,000,000 bus., compared with 759,000,000 on Mar. 1, 1925, and 1,093,000,000 the average of the past ten years. These figures indicate that the apparent disappearance in the eight months from Mar. 1 to Nov. 1 was 698,000,000 last year, 978,000,000 the average for the past ten years. If the carryover on Nov. 1 this year should be 203,000,000, the disappearance in the eight months would be 1,116,000,000 bus. Theoretically we would expect the disappearance in the eight months to be less and the carryover larger than here indicated.—Nat C. Murray, statist, Clement, Curtis & Co.

Rye Movement in September.

Receipts and shipments of rye at the various markets during September, as compared with September 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	96,374	9,448	17,143	8,157
Chicago	285,000	319,000	10,000	167,000
Cincinnati	15,400	49,000	15,400	26,600
Denver	22,500	16,500		
Duluth	2,529,628	3,586,058	1,493,945	1,603,046
Ft. William	1,578,912	1,716,922	724,147	1,632,997
Ft. Worth	10,000	3,750	5,000	1,250
Hutchinson	2,800			
Indianapolis	18,000	14,000	10,000	14,000
Kansas City	118,500	47,300	42,000	33,000
Los Angeles	9,000	1,500		
Milwaukee	113,200	60,845	30,200	43,847
Minneapolis	653,730	2,311,940	200,880	443,390
Montreal	456,196	1,003,748	755,565	952,907
New Orleans	12,000			
New York	117,000	296,000	269,000	289,000
Omaha	116,200	77,000	81,200	144,200
Peoria	1,200	9,000	1,200	4,800
Philadelphia	16,914	1,048		
Portland	16,500	13,500		1,119
St. Joseph	28,500	1,500		
St. Louis	37,700	97,500	19,500	93,600
Seattle	4,500	12,000		
Superior	1,282,991	2,275,605	896,332	1,127,079
Toledo	30,000	12,000	15,125	7,000
Wichita	1,200			

Oats Movement in September.

Receipts and shipments of oats at the various markets during September, as compared with September 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	145,181	87,809		40,000
Chicago	5,518,000	3,073,000	2,350,000	4,230,000
Cincinnati	376,000	278,000	342,000	236,000
Denver	46,000	172,000	48,000	56,000
Duluth	847,474	8,531,419	369,114	4,456,956
Ft. William	802,153	2,703,757	1,175,395	2,015,307
Ft. Worth	86,000	736,000	64,000	250,000
Hutchinson	6,000	2,000		
Indianapolis	598,000	742,000	628,000	546,000
Kansas City	464,000	1,876,800	194,000	519,000
Los Angeles	108,000	152,000		
Milwaukee	1,572,480	1,426,230	732,720	977,087
Minneapolis	2,816,720	6,399,760	1,732,720	4,469,860
Montreal	741,755	6,152,756	362,617	4,954,393
New Orleans	114,000	114,000	156,612	81,107
New York	634,000	1,948,000	152,000	1,220,000
Omaha	640,000	1,872,000	592,000	1,478,000
Peoria	448,200	637,200	378,200	545,800
Philadelphia	111,203	647,806		388,764
Portland	87,500	297,500		55,410
St. Joseph	156,000	186,000	48,000	80,000
St. Louis	1,466,000	1,986,000	1,572,000	1,645,000
Seattle	122,000	266,000	11,113	
Superior	608,038	2,551,636	492,613	1,351,282
Toledo	895,850	1,163,350	399,020	1,234,375
Wichita	21,000	106,000	6,000	8,400

From Abroad.

Australia: Arrangements already have been made for shipments approximating 4,500,000 bus. of the next season's crop.

France: A decree has just been issued ordering all industries which use flour for purposes other than bread making, must use the product of foreign wheat exclusively.

India: Exports of grain from India during August were as follows: Wheat 26,000 tons (955,000 bushels); linseed 22,000 tons (866,000 bushels); and rice 122 tons (269,000 pounds).

Netherlands: Harvesting of all kinds is well along and shows wheat and rye fairly good; rye disappointing, oats very heavy, all grades good. Seed crops are plentiful but not of the best quality.

Portugal: Flour millers in Portugal are authorized to import 112,000 tons of foreign wheat during the period from Aug. 1, 1926 to July 31, 1927, with a limit of 12,000 tons per month, by virtue of a recent decree.

Portugal: Domestic wheat, rye, millet, and their products, are exempted from the sales tax of 1 per cent ad valorem and from all other general or municipal taxes in Portugal, Madeira and the Azores. Wheat imports were recently added to this list.

Argentina: Exports from Argentina during September included wheat 33,000 tons (1,212,000 bushels); corn, 498,000 tons (19,606,000 bushels); linseed 104,000 tons (4,094,000 bushels); oats, 16,000 tons (1,102,000 bushels); and barley, 4,000 tons (184,000 bushels).

Columbia: An emergency decree of Sept. 15 reduces import duties for a period of 90 days from date of decree (based on gross kilos), as follows: Wheat flour, from 0.08 to 0.032 peso; other cereal flours, from 0.07 to 0.05 peso; barley, from 0.04 to 0.02 peso; wheat, 0.03 to 0.015 peso; rice, from 0.02 to 0.01 peso; oats, from 0.02 to 0.014 peso; beans, from 0.04 to 0.028 peso; and corn, from 0.04 to 0.028 peso.

Barley Movement in September.

Receipts and shipments of barley at the various markets during September, as compared with September 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	525	345,535		366,667
Chicago	1,095,000	1,166,000	392,000	194,000
Cincinnati	2,800	9,800		
Denver	43,500	71,400		11,900
Duluth	2,684,511	7,195,857	2,459,645	6,716,109
Ft. William	6,099,619	9,425,794	3,617,600	5,566,719
Ft. Worth	32,500	35,000	27,500	12,500
Hutchinson	1,400	10,800		
Kansas City	16,000	57,000	9,600	39,000
Los Angeles	195,000	182,750		
Milwaukee	750,320	1,051,380	228,320	181,080
Minneapolis	2,084,750	5,280,710	926,980	3,243,690
Montreal	2,356,272	5,558,257	1,556,963	2,783,733
New Orleans	3,200	8,000		
New York	644,700	1,729,100	947,000	1,365,000
Omaha	68,800	97,600	92,800	124,800
Peoria	163,000	135,000	96,600	58,800
Philadelphia	1,387	15,940		16,666
Portland	22,400	278,400	1,009	118,289
St. Louis	176,000	232,000	11,200	62,400
Seattle	12,800	153,600		29,496
Superior	2,481,299	6,396,922	2,187,445	6,089,969
Toledo	7,200	3,600		
Wichita		15,000		1,200

Corn Movement in September.

Receipts and shipments of corn at the various markets during September, as compared with September 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	57,534	26,865	21,429	
Chicago	3,866,000	5,887,000	2,362,000	3,430,000
Cincinnati	414,400	384,200	331,800	243,600
Denver	142,600	291,400	57,350	57,350
Duluth	5,899	40,908		34,637
Ft. Worth	68,740	133,750	21,250	57,600
Hutchinson		8,750		
Indianapolis	1,096,000	893,000	718,000	623,000
Kansas City	844,500	695,000	757,500	881,250
Los Angeles	227,500	21,000		
Milwaukee	377,400	487,930	90,750	342,160
Minneapolis	1,267,640	267,660	356,270	222,650
Montreal	45,686	183,175	26,648	128,547
New Orleans	334,018	517,500	252,389	429,272
New York	162,000	373,500	51,000	10,000
Omaha	1,306,200	868,000	946,400	851,000
Peoria	2,070,350	1,587,300	928,550	885,200
Philadelphia	24,611	26,781		
Portland	87,000	90,000		
St. Joseph	661,500	492,000	254,000	360,000
St. Louis	1,706,600	1,313,200	703,600	996,800
Seattle	46,250	102,500		
Superior	10,193	40,830		34,637
Toledo	210,000	118,750	51,890	93,620
Wichita	38,400	61,200	15,600	12,000

Czechoslovakia: Under the provisions of the Czechoslovak law which established specific import duties for agricultural products, special certificates may be issued for the duty-free importation of grain, legumes and rice on the basis of compensatory exports of similar commodities. Exports of flour and mill products may serve as the basis for the issue of import certificates for grain, although no certificates will be issued for the duty-free importation of flour and mill products.

India: The all-India final wheat forecast for 1925-26 shows that the total area reported is 30,470,000 acres as against 31,774,000 acres last year, a decrease of 4 per cent. The total yield of the crop, which has already been harvested, is estimated at 8,704,000 tons (324,952,000 bus.), as compared with 8,866,000 tons (331,000,000 bus.) last year or a decrease of 2 per cent. At the present time the wheat market in India is quiet as the growing districts are being favored with good monsoon conditions and crop prospects are favorable.

Sicilian wheat crop for this year is estimated at 25,240,000 bus., compared with 32,900,000 bus. in 1925. Despite this decline, however, the present year's crop is exceptionally good when compared with the usual yield, and is a further indication of the success brought about by the Italian Government in its policy to augment the wheat crop so as to decrease imports from abroad as much as possible. The average production in the ten years preceding 1925, from 1915 to 1924 inclusive, was 18,800,000 bus., which is 6,400,000 less than that of this year. The size of the crop in 1925 was due to the exceptional weather conditions as well as the large acreage, and the crop of 1926 suffered by adverse conditions or it would have equaled or exceeded that of 1925.

Russian grain collection statistics show that 70,000 tons of grain were collected during the first decade of August, and 120,000 in the second decade and 180,000 tons in the third decade, of which 90% was collected in the southern region, i.e., the Ukraine, Northern Caucasia and the Crimea. One reason for the small collections elsewhere is the unfavorable weather, which in the trans-Volga regions has caused growers to become apprehensive for the safety of a considerable part of the crop and consequently have refrained from marketing their reserves from the last crop. It is thought the collecting campaign will not become general until October, and perhaps later. Seventy per cent of the collections consisted of wheat and 14% of rye. A report says growers are refusing to sell their barley owing to the low prices offered by collectors.

Dijon (France) Grain Congress.—The grain congress just held at Dijon furnishes some information regarding cereal crops and the supplies of various grains in this district as reported by Hugh H. Watson, American Consul, at Lyons. Attention naturally turned toward wheat, for the wheat supply presents one of the greatest problems which France has to face today. It was particularly noticeable that at Dijon, which is but a short distance from the largest of French wheat growing regions, attention turned particularly toward foreign wheat. Local growers appear to be holding their grain with the result that transactions were registered in North American wheat and in wheat from the Danube rather than in that of France. Little of this grain from the Cote-d'Or was offered. The crop is short of the average, the weight per bushel averaging 58 pounds.

Mexico: This year's corn crop will, in all probability, be considerably less than the 1925 crop, which amounted to 69,284,000 bus., due to heavy rains during the early summer months in the state of Guanajuato and other large producing states. The Mexican Department of Agriculture is postponing its preliminary estimate on this year's crop until after the first frosts, which usually occur in October. With the falling off in production, a heavy increase in the importation of corn has been noted over the past years. The 1926 calendar year promises to show the largest importation of American corn for several years, imports for the first six months amounting to 2,896,000 bus., exceeding those for the whole of 1925, which were only 2,413,000 bus. Anticipating a shortage in this year's corn crop, the Mexican government early this spring removed the import duty for an indefinite period. Preliminary estimates on this year's wheat crop place it at about 10,223,000 bus., or 8% greater than last year's crop of 9,420,000 bus. Heavy importations of wheat into central Mexico are expected to begin during October, extending through the early part of January.

Illinois Shippers Decide to Go After Bad Methods with Local Clubs

Notwithstanding all central Illinois streams were overflowing their banks, many bridges and culverts were washed out, and some of the state's concrete highways were closed to traffic, a number of shippers gathered in the exchange hall of the Peoria Board of Trade Monday afternoon, Oct. 4, to discuss the trade's troubles and try to find some practical plan for relief.

W. E. CULBERTSON, Sec'y of the Illinois Grain Dealers Ass'n, called the meeting to order and explained that an unusual interest had been aroused among the dealers of the state in the many bad practices that had become common, and the rank and file of the trade were eager to do something to bring about improved business conditions. This meeting was called with a view to obtaining suggestions for some practical relief. We will first hear from Charles S. Clark of Chicago.

MR. CLARK exhibited reprints of many distressing complaints against the bad business methods in vogue in Illinois, which had appeared in recent numbers of the Grain Dealers Journal and warned the dealers that the trade would be afflicted with more bad failures than ever unless some determined stand was made by the progressive dealers of the state against the existing bad practices. He appealed to the elevator operators to refuse to assist their farmer patrons to speculate in cash grain by giving farmers the use of elevator storage bins either free of charge or for a storage fee. If the elevator man is ever to get the most out of the grain he buys, he must use his bins to facilitate and expedite the cleaning, blending, and mixing his own grain. When he stores he assumes responsibility, and it may be liabilities, as a bailee. Let us get the country elevator on a safe basis.

Some elevator men who have given free storage and shipped out the grain are now threatened with punishment by a term in the penitentiary. It is the safer policy of many successful country elevator operators to refuse to take any grain into their bins until they have purchased it.

The dealers were urged to refuse to give farmers the rise of the market occurring during any period covered by the delivery of a crop. The grain should be paid for at the price agreed upon on day farmer starts to haul, or by contract made previously. Then the elevator operator has some definite idea of what the grain will cost him and what he can do with it.

The question of posting prices bid for farmers' grain was discussed at length and the majority of dealers present favored the posting of prices bid each day after the close of the market, that those prices should remain posted until the next day's market close, but that no prices should be raised while the central markets were in session. Many dealers expressed an aversion to buying large lots during central market sessions.

MR. G. C. McFADDEN of Havana favored the posting of prices each morning and refusing to raise the posted prices during the day.

Mr. Clark pointed out that no country elevator man can market all the grain received each day. He must have a full carload of grain of the same quality or grade before he can ship it, and in the meantime he must carry the risk of ownership, so he can not afford to follow every change in the market in buying.

It was generally agreed by those present that raising their bids during the day destroyed any

confidence the farmers may have in the fairness of the posted prices and that springing a price during the day always arouses distrust among the farmers who confer with one another. It was generally agreed by the dealers that steady prices at country stations helped to win the confidence of sellers and made for safer business.

Many of the elevator men present stated that they had long since discontinued advancing or lending money to farmer customers. Different ones pointed out that it was necessary for them to pay the current rate of interest whenever they wished to borrow money from the bank, which they found necessary to do quite frequently, and they thought that if it became necessary for the farmer to borrow money he should go to the bank to get it. Lending money either for interest or free of charge is not a part of the grain elevator business and should not be practiced by the elevator man who hopes to realize his overhead expenses from the business.

Every shipper seemed to recognize the necessity of buying every load of grain strictly on grade and the classifying of all purchases according to rules for grading established by the Federal Supervisors. Some dealers post the rules governing the grading of grain and exhibit type samples, thereby helping themselves to buy on the same quality or grades as they must use when selling.

Attempting to grade corn on the ear and in the crib on the farm, was branded as a dangerous practice fraught with danger to the traveling grain buyer and dissatisfaction to the farmer. It was pointed out that the grain dealer should stick to his office and make bids there to sellers asking them. To go into the street or onto the farm to bid for grain is to court disaster.

It was pointed out that it is the duty of every country elevator operator to encourage in every way possible the careful farmer who strives to produce superior grain and to market it in prime condition. Such a farmer is fully entitled to every penny justified by the prices ruling in the central market, and it is just as much a duty of the elevator man who has any consideration for his own bank balance, to discourage slothful methods in farming by discounting every load of off grade grain as its quality justifies.

All of the bad practices mentioned in the foregoing were generally admitted by those present as promoters of unfair competition. All of these practices are foreign to the grain business and should be abandoned. One would naturally expect any grain dealer recognizing the irritations likely to follow in the wake of such practices would voluntarily discontinue the practices, but they don't. All of these practices could be discontinued by an iron clad agreement and without any infraction of anti-trust laws because none of them are entitled to a place in a grain merchandising business.

None of the dealers seemed to be willing to defend these bad practices, and most of the dealers expressed a willingness to abandon them.

The one great grief which all elevator operators recognize as the wrecker of the grain dealers' hopes is the narrow margin on which they buy grain. Many dealers at the meeting actually admitted trying to handle oats on a cent a bushel and corn on a 2c a bushel margin. Some grinned at the charge of their attempting the impossible and all seemed anxious to get away from the annual loss sheet.

Elevator operators generally who have any

definite knowledge of the cost of handling grain from farmers' wagons to the scale hopper at destination, know full well that it is impossible to handle grain on any such margin. How to get away from the impossible margins which were current even before the war when costs of operation were low, is the crying problem of the grain trade today.

The dealers at the Peoria meeting generally recognized that the state has too many grain elevators and that some must be wrecked, that surplus firms at some stations must be wiped out thru purchase or consolidation, that the fixed overhead of marketing the grain hauled to any station must be reduced if the elevator men in business today are to be saved from the sheriff. Actions of this character of course must be confined to the interested parties at the station afflicted with an over supply of elevators.

It is planned that county or district groups will shortly establish auditing associations and join in the employment of an experienced auditor who shall go about among the dealers of the district systematizing their bookkeeping systems and segregating all the charges rightfully belonging to the expense of handling grain from other departments of their business to the end that each month's trial balance will show the elevator operator exactly how much he has lost by his grain business.

The great difficulty has been that few elevator operators have so systematized their accounting system as to enable them to determine at any time how much they lost from handling grain so they have struggled along, year after year, in the dark, and it has remained for the careful accountants to collect convincing evidence that the elevator operators were attempting the impossible.

The acoustic properties of the exchange hall were such that some of the speakers could hardly be heard ten feet away, but among those who spoke were the following:

J. E. COLLINS, Tuscola: We do not store grain; we do not lend money. We operate at three stations and our banker objects to our lending money in the territory of other banks. Our banker asks us to send borrowers to him as he always has a reasonable amount of funds for customers. We do not raise our bids until the market closes. We can not afford to follow the option market.

You can not do business successfully in any district without you first cultivate your competitor and persist in maintaining friendly relations.

C. E. HITCH, Tuscola: I have been at one station for 22 years and I have never stored a bushel of grain or advanced a penny to my customers. I make it my business to cultivate my competitors. One year I had a new farmers' elevator on the east of my station, they paid 2c a bushel more for their corn than I could afford, so I got little corn from that territory, but they went in the hole for \$20,000 and quit, so I am now able to buy on living margin.

M. C. DONNELLY, Toluca: I am manager of a farmers' elevator. We have stopped storing oats. We would be glad to help in organizing a local unit in our county to bring about better business methods.

H. EMERY, Rutland: When I took charge of the Farmers Elvtr. Co., it was storing both corn and oats. We had a heavy loss on corn one year and stopped storing. I would be glad to stop all storing and lending money.

C. W. BEERS, of Waynesville, Ill.; I manage 31 elvtrs. for Paul Kuhn. We take a margin of 4 cents on corn, 3 cents on oats and 6 cts. on wheat. I do not see how anyone can handle grain on less.

We advance no money; give no storage, yet handle about 400,000 bushels a year at Waynesville. One farmers' elevator in our neighborhood at Tabor, Ill., stored grain free and shipped out. The county attorney has 37

indictments against the directors of this company and the manager.

G. C. McFADDEN: Years ago we used to ride a horse out into the country to buy the farmers' grain. The farmers' wagons were not grain tight, so we had to lend them bags. Finally bags were so expensive we gave all we had to a man in town and he rented them to the farmers. In that way we got rid of that abuse.

C. F. SCHOLER, Bloomington: My partner at Farmer City has new farmers' manager competitor who has persisted in over-bidding the market, so we have let him have the grain. He has had so many heavy discounts on his shipments we expect he will follow more closely the prices ruling in central markets.

When all dealers of a territory are paying the same price the producers are satisfied, but when the dealers are overbidding one another and the central markets, they encourage the farmers to shop around and peddle their grain to the highest bidders.

GEO. W. COLE, Peoria: I am a firm believer in group meetings and getting acquainted with your competitors. If your competitor is a friend, you will not begrudge him every load he gets in excess of half of the station's receipts.

MR. WAYNE, Little York: We operate three elevators. At one station we asked the farmers 2 cts. a bushel margin. I have stored grain for 20 yrs. and charge them a cent per month on dollar wheat and a cent and a half per month on dollar and a half wheat. When I advance farmers money on grain I feel I have a lien on the crop and I expect to get it.

O. J. BAER, Kempton: I have been manager for farmers' elevators, but now I am an independent, so I have knowledge of the business from different angles. I can see no difference between the two classes. I would like very much to see all the bad practices complained of abandoned.

THOS. OGDEN, Champaign: I think the solution of the grain trade's troubles is to be found in the friendly cultivation of one's competitors. We buy oats on 3 cts. margin; corn on 3 to 4 cts. margin.

J. A. SIMPSON, Woodruff: I believe we have practiced all the bad methods complained of here today, but we have one farmer who has an elevator and he is rich enough to buy us all out and not miss it, so we continue many foolish practices we would be delighted to discard.

C. B. SAUER, Dana: We have been in business at Dana since 1877. We advance money and store grain, and often do other things we can not afford to do, but we will do anything to improve conditions in the grain trade. We believe everyone is tired of handling grain for nothing. The bad practices complained of here all lead to overbidding the market and the dissipation of profits.

B. P. HILL, Freeport: When a farmer offers us a carload of corn we insist that he decide whether he will sell on our grading or destination grades before we buy it. He can not change the option after the grain is shipped. One great trouble with the country elevator operators is that they are trying to operate on the same margin of profit as they did before the war. It is not possible. Everything we use in our business costs us more, so we must have a wider margin.

J. H. ROSENSTIEL, Freeport: We are all agreed that the four bad practices of which Mr. Clark complained are fundamental wrongs that need remedying. I do hope that this meeting will not adjourn without adopting some constructive plan for bringing relief to the trade of Illinois. Let us get the farmers' elevator ass'n. to join with us in abolishing the bad practices in vogue with the grain trade. Surely they have as much interest in this problem as we have.

W. E. CULBERTSON, Sec'y: I have tried for nine years to work with Mr. Farlow, Secy. of the Illinois Farmers' Elvtr. Ass'n, but without making any headway. The officers of that ass'n are not managers of grain elevators, they do not understand the troubles of the elevator operator so have no sympathy with him. We have always welcomed the managers of the farmer elevators to our meetings and many of them are glad to work with us, but it is discouraging to ask the officers of the co-operative ass'n to help in any work for the common good of the grain elevator operators.

The farmers' elevators of early days of the movement were organized primarily to put someone out of business. It was a vindictive purpose pure and simple, but today they are organized to make money and some succeed.

C. G. SPARKS, Mackinaw: We advance money as an earnest binder on contract for purchase of farmers' crop, not otherwise. We will be glad to join with others in bringing about better business practices in the trade.

SECY CULBERTSON will soon take up the work of organizing local ass'ns and getting the elevator operators to abandon the bad practices which are now leading so many country dealers into bankruptcy.

Among those present were: W. Bader, Vermont; R. C. Baldwin, Bloomington; C. W. Beers, Waynesville; J. E. Collins, Tuscola; M. C. Donnelly, Toluca; H. Emery, Rutland; E. J. Finley, Hudson; H. C. Heintzman, Hannah City; C. E. Hitch, Tuscola; B. P. Hill, Freeport; W. A. Hopkins, Tuscola; H. E. Hutton, Magnolia; F. H. Jackson, Rutland; G. D. Marshall, Stronghurst; G. C. McFadden, Havana; R. W. Morris, Hannah City; G. R. Muir, Lamson Bros. & Co., Tuscola; F. M. Oakes, Laura; C. T. Rees, Broadmoore; J. B. Rice, Dunlap; H. C. Ringle, Cambridge; J. H. Rosenstiel, Freeport; H. B. Rowe, Jr., Kenney; C. B. Sauer, Dana; Otto Schumacker, Toluca; G. H. Scott, Peru; C. G. Sparks, Mackinaw; E. M. Wayne, Delavan; and J. W. Webster, Minonk.

E. C. King came in from St. Louis, Mo. Lew Hill upheld the dignity of Indianapolis. C. A. Russell, traveling federal supervisor, with headquarters at Indianapolis, also attended.

Souvenirs.

Souvenirs distributed to the more fortunate included a handy leather pocket-book, with the compliments of Lew Hill of Indianapolis; and a key chain with the best wishes of the P. B. & C. C. Miles of Peoria.

More wheat bread is being consumed by the miners on strike in England, than before the strike. This illustrates the paradox that people will eat more wheat in hard times.

The Kansas pool handled but 2,631,758 bus. of wheat in 1925-26, compared with 6,138,112 the previous year. This resulted in a somewhat higher charge per bushel for expenses, as it was found impossible to reduce expenses in proportion to the great decrease in volume. Handling charges, including terminal and country storage, insurance, interest and exchange, laboratory tests, and treating weevil, amounted to 6.834 cents per bushel; sales expense came to 1.218 cents per bushel, office expenses were 1.883 and the two per cent reserve amounted to 3.230 cents per bushel. Yet some country elevator operators handling a few thousand bushels each year actually try to handle wheat on a margin of three cents.



Chicago Public Elevators to Be Combined.

A hearing will be held by the Illinois Commerce Commission in the City Hall Square bldg., Chicago, Oct. 14, on the plan devised by John R. Mauff, a member and former secretary of the Board of Trade, for the operation of the public warehouses of class "A" under a disinterested management.

The plan contemplates the formation of a warehouse company controlled by the present elevator proprietors, the Board of Trade and the bankers, jointly, to lease space from the elevator owners, the contents of such leased bin space to be applicable on contracts for future delivery.

The Warehouse Co. will collect storage charges from patrons and pay a rental to the elevator owners. The loading and unloading of grain into and out of the leased bins will be controlled by the Warehouse Co.

Morris Townley, attorney for the Board of Trade, made a draft of an agreement between the elevator owners and the Warehouse Co., which has been agreed to by all the elevator owners, with one exception. Under this agreement three trustees will administer the Warehouse Co., one named by the elevator companies, one by the president of the Board of Trade and the third to be selected by the other

two. The second trustee shall be a member of the Board of Trade who has no elevator affiliations. The third shall be a disinterested banker. The elevator companies signing the contract are Export Elevator Co. (Armour) 6,650,000 bus. capacity; Armour Grain Co. 7,820,000 bus., but not over 6,000,000 bus. of this 14,470,000 bus. is to be leased at one time; Rosenbaum Grain Corporation, and Postal Elevator Co., together, 4,350,000 bus.; South Chicago Elevator Co., 4,000,000 bus.; Central Elevator Co. 3,000,000 bus.; Nye & Jenks Grain Co. and Rialto Elevator Co., together, 2,500,000 bus.; and Rosenbaum Bros., 750,000 bus.

No warehouse space other than that operated by the Warehouse Co. will be regular under the rules of the Board of Trade. The effect of this is two-fold. It creates a monopoly and at the same time guarantees to the buyer of a future that the delivery on his contract will not be debased.

The arrangement will enable the present warehouse companies to retire from business; and their grain dealing affiliations will be free to continue dealing in warehoused grain without the present stigma attached to such operations. They will be free to bid the country and to buy on the floor grain to fill their warehouses and earn storage charges for the Warehouse Co., out of which the rental will be paid to themselves.

Millers who now frown on offers of what they call "elevator wheat" will have an inducement to buy the futures, presuming that the wheat loaded out will be of the average grade quality taken into store, instead of being just above the line. Also, if corn is starting to go out of condition the new Warehouse Co. can be expected to post the contents of the bins immediately, before the contents has had time to become "mahogany."

International Corn Borer Conference Plans Drastic Measures.

More than 150 officials, economists and educators from thirteen middle-western states went into conference at Detroit on Sept. 25 with L. W. Worthley of the U. S. Dept. of Agriculture (in charge of the corn borer control work) to draft plans to force the European Corn Borer to beat a hasty retreat.

The group had just completed a tour of northern Ohio, southern Michigan and western Ontario counties. Reports indicated the pest materially increased its rate of destruction since the last annual tour.

A "Safety Zone" fifty miles wide along the infested "front" in New York, northern Pennsylvania and Ohio, northern Indiana and western Michigan, was decided upon as the most effective means of blocking the onslaught of the pest and steps were taken to correlate all the forces of the United States and Canada engaged in the fight.

A public relations com'ite was appointed to secure co-operation among business men, farmers, bankers, and governmental forces, and further was authorized to appear this month before the federal budget com'ite's hearing at Washington, D. C., with evidence showing the need of new government appropriations to carry on the corn borer campaign. This com'ite will also draft uniform laws and regulations to be presented before the state legislatures this winter, leading to more effective quarantine work and co-operation of state and federal governments.

Among the states represented in the conference were Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, Ohio, Pennsylvania and Wisconsin.

The Public Relations Com'ite met again in Chicago on Oct. 8.

The quarantine against the transportation of corn through Shiawassee County, Mich., from the east, which has been in effect since Aug. 2, has been lifted. In the past two months the crew of six men on duty twenty-four hours a day stopped and searched 74,862 vehicles, west bound. Inasmuch as the corn borer has been found in three townships in the county, the quarantine will be extended next year to Clinton County.

Built Storage Tanks in the Street.

An interesting piece of work has just been completed for the Valley City Milling Co. of Grand Rapids, Mich., at its mill at Portland, Mich. The mill required additional grain storage but the company was at a loss for a place to put it, the mill being hemmed in by the railroad and the river and in the front by a street.

Permission was obtained from the city to build tanks part way into the street and in order to admit trucks and wagons the three 20-foot cylindrical tanks 55 feet high were set on a 9-inch slab on 16-inch beams with an 11-foot clearance. The 16-inch pillars are set on isolated footings.

The elevator leg is in the mill and spouts grain directly into the three tanks which in turn discharge directly into the boot. The tanks have a capacity of 35,000 bushels and were designed and built by The Stevens Engineering & Construction Co.



Concrete Tanks of Valley City Milling Co., Portland, Mich.

Hallet & Carey's New Concrete Elevator at Minneapolis

To replace the Calumet Elevator at Minneapolis, Minn., which burned in August, 1925, there has been erected a concrete working house, 6 round concrete tanks and an electric power house. The old brick boiler house was remodeled into an office building.

THE WORKING HOUSE is 35x52 ft., and approximately 165 ft. high, having two receiving pits, one on each side of the house, these pits being discharged directly to 2 12,000-bu. legs, the legs in turn discharging to 2,500-bu. garner over 2 2,000-bu. Fairbanks Hopper Scales. From these hopper scales the grain is distributed to a number of rectangular bins in the working house, or to either of the 2 belts conducting grain to the storage. Both legs can be used for shipping to either track.

Midway between the first floor and the bin floor is located a cleaner floor having bins above and bins below, arranged so as to provide continuous feed to a 5-reel cleaner.

The Monitor No. 6 Warehouse Separator on the first floor, furnished by the Huntley Mfg. Co., is served by a three-compartment leg extending to the top of the working house, where any of the three compartments may discharge any of the three separations of the machine into any one of 5 small garners situated directly under the head floor. From these upper garners the grain may be spouted to a Monitor Flax Separator or to a Monitor Oat Clipper located on the scale floor. The cleaning machines are operated by Allis-Chalmers Texrope Transmission Drives. The separator is operated by a 5-h. p. 850 r. p. m. motor. The centers are very close, 36.93 ins., making a compact drive, the two sheaves each having 4 grooves. The center distances of the drive for the flax cleaner is 54.59 inches, the two sheaves having each 3 grooves and reducing the speed from the 5-h. p. motor from 1,750 r. p. m. to 550 r. p. m.

The 35 rectangular bins in the working house have a capacity of 500 to 7,500 bus. each, a total of 80,000 bus. The walls are 6 to 7 inches thick.

The general spouting system from the scales consists of two large telescoping spouts so arranged as to reach all bins in the working house, to discharge to the storage belts, or to car spouts for loading grain on either track. The hopper scales have automatic recording devices and weight lifters, and are the latest improved type "S" solid lever, pedestal, Fairbanks Scales.

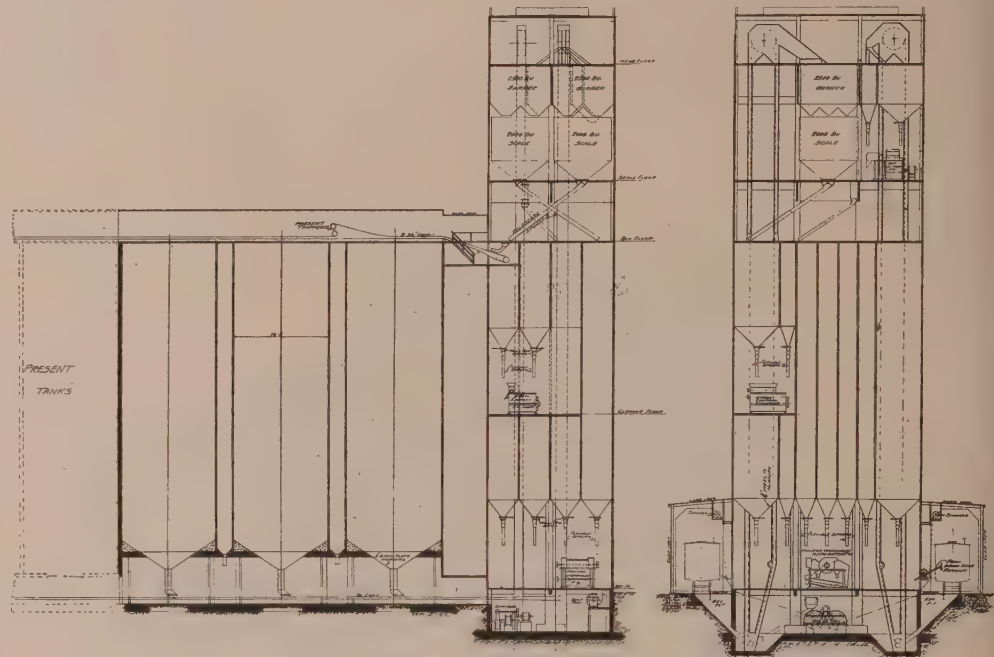
A 2-drum, 18-car capacity car puller has been installed in the basement to haul cars on either of the two tracks. The grain doors are removed from cars by Pank Grain Door Openers supplied by the Strong-Scott Mfg. Co. A slow-speed passenger lift has been installed to serve all floors, including first and top floors of the working house. Many electric lamps provide unusual illumination at every point.

A complete dust collecting system with connections to all cleaning machines, belt loaders, head and boots of legs and floor sweeps has been provided in the working house. All dust collected throughout the entire plant is discharged into a dust house built in connection with the old boiler house. The system comprises a 55-inch fan direct connected to a 30-h. p. motor in the basement discharging the accumulated dust into a dust collector located on dust vault; and on the top floor a 30-inch fan direct connected to a 7 1/2-h. p. motor to take care of the two garners and the triple legs heads in addition to all the sweeps on the upper floors. An extra capacity is allowed in the system to take care of three additional cleaners.

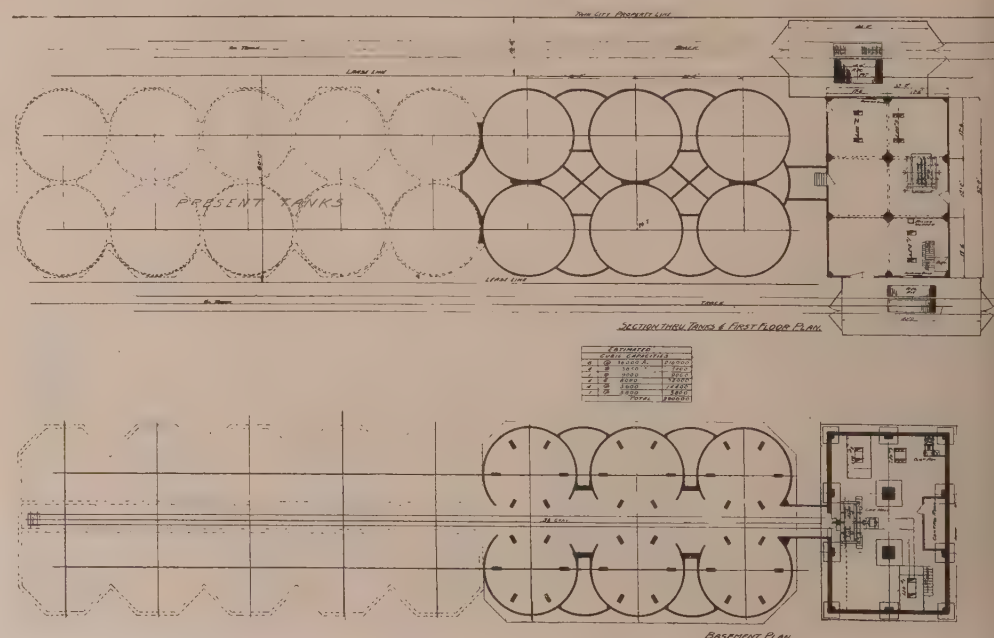
The garners and the receiving boots are equipped with a grain trap approved by the State Railway Warehouse Commission, so that no grain will be taken out of the boots or garners thereby assuring no loss of weight in elevating the grain. The system complies with the specifications of the warehouse commission, the industrial commission and the underwriters. There is an expansion chamber located at the inlet of the 55-inch fan to catch all heavy grain which may enter the system from cleaners, belts, and sweep-ups.

An electric signal system with lights of different colors connects receiving pits and scale floor. A complete telephone system having selective calling arrangements, was provided throughout the plant.

THE STORAGE ANNEX comprises the group of concrete tanks left standing after the fire, and having a capacity of 400,000 bus., and a newly constructed cluster of 6 tanks having 14 interspace bins. The new bins are 26 ft. 2 ins. inside diameter, walls 7 inches thick with 1/4-in. steel plate hopper bottoms, and are in two rows, as are the old tanks, but are set about 4 ft. apart in the row to make the interspace bins larger. The tanks extend 225 ft., the old tanks occupying 136 ft. and the new 89 ft., the tanks being 90 ft. high above bottoms of hoppers. The estimated capacity of the new bins is 36,000 bus. each in 6 tanks, 3,850 in 4 bins, 3,600 in 4 bins, 8,000 in 4 bins, 3,800 in 1 bin and 9,000 bus. in 1 bin, total 290,600 bus. The cupola housing the two 36-in. conveyor belts over the tanks has concrete walls and iron roof. In the basement is one 36-in. conveyor belt. The bins have been fitted with the Zeleny Thermometer System to keep the operator informed on the condition of the grain in the bins. The Zeleny System was originally installed in 10 cylindrical bins in 1912. In the new addition the modern equip-



Longitudinal and Cross Section of New Tanks and New Working House.



First Floor and Basement Plans of Hallet & Carey's New Concrete Elevator at Minneapolis. [See facing page and page 426.]

ment of the System was installed in six cylindrical bins and connected with the original installation which has been improved.

An electric power house was constructed to house the three 75 K.V.A. transformers for power purposes and two 10 K.V.A. transformers for light, heat and electric service, also all switches, electric meters and other electrical equipment. Each operating unit is provided with its individual motor, there being 16 motors all told in the new plant.

The motors on the legs and the conveyor belts are double wound high torque type. The legs are driven thru enclosed helical Falk Gear Sets directly connected to motor and head shaft by means of a Falk-Bibby flexible coupling. The conveyor belts are driven thru Norse Silent Chain.

In the office building that was created out of the old boiler house are toilet and locker rooms for the use of the office help and workmen, all equipped with electric heaters to heat the rooms and to furnish hot water. These rooms are fully equipped with wash basins for the comfort and convenience of the workmen.

The entire plant is modern in every respect and includes the most up-to-date cleaning equipment and most efficient equipment for the handling of grain. The contract provided that the plant should be ready for operation Aug. 1. The first car of grain was taken in Aug. 2 and since that time receipts have been continuous and at the present time the entire plant is full of grain.

The Hallet & Carey Co., which operates the house, has long been engaged in the merchandising of grain at Minneapolis and Duluth, F. A. Hallet being president of that company; and Frank L. Carey of Chicago being pres. of the Hallet & Carey Elevator Co., which was organized to build the elevator.

The plant was designed and built by the McKenzie-Hague Co., Inc., and part of the machinery was supplied by the Weller Mfg. Co.

With a leisure hour or so in these idle times a check-up of your insurance policy might prove ever so profitable to you at a later date.

Ohioans Ask Federal Aid to Combat Corn Borer.

Campaign to secure federal aid in the war on the European corn borer throughout the corn belt will be conducted by farm organizations and allied business interests in Ohio, it was decided at a meeting of farmers and county agents, called by Charles V. Truax, state director of agriculture at the Toledo Chamber of Commerce on Oct. 6. Fifteen counties were represented.

The American consumer is vitally interested in the extermination of the corn borer, farmers insisted, as the ultimate cost would fall upon the consumer if the corn crop is ruined.

Regulations prepared by the state board of agriculture were endorsed. They call for the destruction of all stalks not made into silage or shredded and fed, by burning or plowing under.

These regulations will apply to the whole or to parts of the following counties: Lucas, Wood, Fulton, Medina, Sandusky, Ottawa, Erie, Cuyahoga, Lorain, Summit, Geauga, Lake, Ashtabula, Defiance, Putnam, Williams, Henry and Seneca.

"This corn borer problem which we are facing is of great interest to all," declared Senator W. W. Farnsworth. "Any laws or regulations that may be put into force to help conquer it will necessarily be of tentative nature and subject to change as the pest is controlled."

Other speakers were: D. H. Worthley, Boston, Mass., Federal administrator of European corn borer control; E. G. Grever, Cleveland, in charge of control work in Ohio, Pennsylvania and Michigan; Prof. Parks of the college of agriculture, Ohio State university, and Richard Faxon, chief of the state division of plant industry.

President Produce Exchange Commends Report of Federal Trade Com'n.

While the recent Federal Trade Commission report to Congress finds several defects in the operation of grain futures exchanges, the report, according to President B. H. Wunder, of the New York Produce Exchange, is actually an endorsement of the present grain futures institutions.

"The Federal Trade Commission," Mr. Wunder declared, "after a lengthy investigation, emphatically states that no remedial legislation is needed at this time, and points out several changes in the administration of grain futures markets that might be made in the public interest. Some of these recommendations have merit and will undoubtedly be considered by the committees of our exchange during the coming year."

"On the other hand, the Trade Commission thinks that marginal trading in grain futures should be discontinued or curtailed, if not more strenuously regulated. This is a debatable question. Who will determine who has a right to speculate in wheat or any other commodity? The commission also suggests that speculation for a 'quick turn' be controlled. This is at variance with many statements from Department of Agriculture officials to the effect that the scalper, who necessarily trades for a 'quick turn' performs a very useful function and helps provide a broader and more active market—both on the decline and advance."

"The Trade Commission report, however, while far reaching in several respects, is such a strong endorsement of the present management of the several leading grain futures markets, and the report, generally, is so fair and reasonable that it necessarily meets with the general approval of the grain trade. To take exception to several advanced and radical suggestions and condemn the report would be a mistake."



Calumet Elevator of Hallet & Carey Co., at Minneapolis. New Concrete Working House and New Tanks in Foreground; Ten Old Tanks in Background. [See pages 424 and 426.]

Rye Adulteration to be Investigated by Department of Agriculture.

The Armour Grain Co. has been cited by the U. S. Dept. of Agriculture, to appear Oct. 11 before a referee, Fred Lees, and show cause why it should not be denied trading privileges in contract grain markets.

"Manipulation" is the charge against the Armour Grain Co., the theory of the Sec'y of Agriculture being that the admixture of 5,000 bus. of rye screenings into a bin of No. 2 rye would have the effect of unduly depressing the price of rye futures on the Board of Trade where such rye is deliverable on contract.

The government alleges, also, that the Armour Grain Co. violated the Grain Futures Act by knowingly and carelessly causing to be delivered for transmission in interstate commerce the report that the stocks of No. 2 rye were an amount that included the 5,000 bus. of No. 3 rye, not properly included in the stock of regular warehouses as a contract delivery.

The facts in this case have already been considered by the directors of the Board of Trade, who exonerated the officials of the company. The Armour Grain Co., as a corporation, is not a member of the Board of Trade. Its membership in the clearing house is purely finan-

cial. Its representation on the Board of Trade is solely thru the personal memberships owned by its officers, and the Board is without power to discipline an employee of the Armour Grain Co., who is not a member of the Board. Unless the acts complained of were done by the order, and with the consent, permission and knowledge of the company's Board members it is difficult to understand how the Board could charge the officers with the act. In the absence of such proof the directors could only exonerate the officials of the company, as they did.

Fault has been found with the directors for so doing, but the same difficulty will confront Sec'y Jardine of the Dept. of Agriculture. Assuming that the acts complained of were committed by employees who exceeded their authority and instructions the Sec'y will be without legal power to deprive the company, as threatened, of its right to trade on all contract future markets.

The action of the directors of the Board of Trade was published in the Journal Sept. 10, page 290.

The Armour Grain Co., on Oct. 7, filed a petition in the Supreme Court of the District of Columbia for an injunction restraining the Secretary of the Department of Agriculture, Secretary of the Department of Commerce and

the Attorney General from proceeding with the contemplated hearing by Fred Lees, referee, on a complaint against it under the Grain Futures Act. The petition declares the company would be required to divulge business secrets and other information in violation of its constitutional rights and that if the court does not intervene it will suffer irreparable loss.

The court on Oct. 8 granted a temporary restraining order, so that the contemplated hearing will not be held at the time set.

The restraining order was granted pending application to the court for a permanent injunction, and both sides agreed to take no action until the application is argued before the supreme court. The argument is set for Dec. 13.

Carriers Propose New Tolerances on Grain Weights.

The grain exchanges have demanded a hearing on the re-weighing tolerance proposed by the railroad companies; and the standing rate committee of the Western Trunk Lines, has docketed the hearing, the date of which will be announced later. It will be held in the Union Depot bldg., Chicago.

The present rule is one per cent of the loading, with a minimum of 500 lbs.

The proposed tolerances are as follows:

Loads (in Pounds)	Comm. (in Toler.	Two Hopper Scales	Comm. (in Toler.	Two Hopper Scales	Comm. (in Toler.	Two Track Scales	Comm. (in Toler.	Two Track Scales	Comm. (in Toler.	Two Track Scales
60,000	75	60	135	120	195	165	181	181	181	181
66,000	82	66	148	132	214	181	192	192	192	192
70,000	87	70	157	140	227	192	212	212	212	212
77,000	96	77	173	154	250	212	220	220	220	220
80,000	100	80	180	160	260	220	242	242	242	242
88,000	110	88	198	176	286	242	275	275	275	275
100,000	125	100	225	200	325	275	302	302	302	302
110,000	137	110	247	220	357	302				

Column 1 shows the capacity and 110 per cent of capacity of the cars ordinarily used for the transportation of bulk grain. Column 2 is $\frac{1}{8}$ of 1 per cent of the value shown in Column 1, representing invisible loss and waste incident to the handling of bulk grain from scales to cars in loading, and from cars to scales in unloading. Column 3 represents the tolerance for the two hopper scales used namely, $\frac{1}{20}$ of 1 per cent for the loading hopper scale, or $\frac{2}{20}$ ($\frac{1}{10}$) of 1 per cent for two hopper scales. Column 4 shows the totals of columns 2 and 3, or the total tolerances applicable for the commodity and two hopper scales used. Column 5 represents the tolerance when two track scales (each $\frac{1}{10}$ of 1 per cent) are used at the loading point and the other at the unloading point. Column 6 shows the total of columns 2 and 5, or the total tolerances applicable for the commodity and two track scales used. Column 7 shows the total tolerances applicable for the commodity and one track scale and one hopper scale.

Definition of Tolerance—The term "Tolerance" as used herein names the difference in weights due to variations in scales and fluctuations in the weight of the commodity which are recognized by competent authority.

That broken glass in the window of your cupola is going to permit unwelcome visitors as well as locomotive sparks to enter. Better replace the broken glass now, for it's going to be a long, cold winter.

Are your fire barrels filled for the long winter? Play safe and fill them while it is still comfortable to work around the plant—the winter is long enough to rest with a clear conscience of having done all the odd jobs that might otherwise make the existence of your place of business uncertain.

Can you lock your plant securely at night? Tramps single out such places of business as yours in which to rest their lazy bones, unwatched, and warmly comfortable in their security. These "unknown" fires that add so heavily to the property tolls and for which every insurer pays a percentage are oftentimes accreditable to the unwelcome hobo.



Flexible Spouting and Cleaner on First Floor of Hallet & Carey's Elevator. [See pages 424-425.]

Wichita's Growing Grain Market

Following the organization of its Board of Trade early in 1902, Wichita rapidly came to the fore as a primary grain market. The rapid strides of the Sunflower State in wheat production to the point where Sec'y Smiley of the Kansas Grain Dealers Ass'n opportunely invented the slogan, "Kansas Grows the Best Wheat in the World," made demands on Wichita which caused its continued growth as a wheat market. Three leading flour mills of the Southwest located there give the market an excellent local demand and promote the widespread use of flour made entirely from Southwestern hard winter wheat.

Today Wichita is served by 6 railroads and an electric line, enabling shipments to be made in any direction. The milling demand is constant since representatives of the largest mills in the country have located at Wichita to buy choice milling wheat. The city itself has a milling capacity of 11,500 bbls. of flour and 2,000 bbls. of corn meal daily and has storage facilities for 5,000,000 bus. of grain. The members of its Board of Trade do a thriving business and maintain a high standard of business conduct. Following is a brief review of Wichita's facilities, its Board of Trade, its dealers.

Board of Trade.

Development of Kansas into the leading wheat state under the guiding influence of its pioneers, and the growing demands for rules and regulations as well as closer relationship between fair and honest dealers, led to the establishment of the Wichita Board of Trade in 1902. Among the organizers were Stevens-Scott Grain Co., Nevling Elevator Co., R. F. Coates Grain Co., and Miltner Elevator Co. W. J. Stevens was elected pres. and served until 1904. J. W. Binding was elected to serve as sec'y. The Executive Com'te was composed of E. K. Nevling, H. Herzer, J. S. Macauley, W. R. Watson and R. F. Coates. In 1904 the trading floor was established. Two years later the sec'y was placed on salary.

The early fight of the exchange was to obtain freight rates direct to gulf ports cheaper than by the out-of-line haul via Kansas City to the gulf. Wichita won its fight, but in the course of the years that followed the same old scrap arose. Kansas City managed to equalize rates to New Orleans and Galveston whereas Wichita, in conjunction with several other southwestern cities, was highly in favor of a lower direct haul rate to Galveston.

On Jan. 1, 1926, C. B. Rader, who had built an enviable reputation as sec'y of the Denver Grain Exchange, was elected successor to the resigning R. B. Waltermire. Thru his efforts the Board of Trade has revised its rules and regulations, bringing them up to date, and he has been very active in organizing the interests into a solid group for the purpose of procuring a readjustment in freight rates that rightfully reflect the location of southern Kansas. Several of these cases are now before the Interstate Commerce Commission.

Finding many of the country dealers had difficulty with their radio sets, the Wichita Board of Trade made arrangements to broadcast the markets thru KFJH, Wichita's leading broadcasting station. Regularly at 8:45, 9 and every hour thereafter until the close at 12:45 the voice of Mr. Rader's efficient sec'y, Miss Louise Avey, is on the air giving the world's grain markets, the livestock market, the stock and money markets, news reports of the trade, and many other matters of interest to grain men. Broadcasting is by remote control microphone direct from Wichita's modern trading floor. Her voice is heard in grain offices throughout the Southwest, and a host of dealers depending on it will testify that it is unusually clear and distinct.

The Wichita Board of Trade is provided

with every convenience and safeguard for the country shipper. It has a state inspection department, a protein testing laboratory and federal supervision to which appeals may be taken direct.

Present officers of the Board are Edw. Kelley, pres.; J. A. Woodside, vice-pres.; W. H. Smith, treas. Directors, besides the first two of these officers, are Roger S. Hurd, I. H. Blood, A. F. Baker, E. F. Beyer, Jno. Hayes, H. Braly and R. R. Roth.

Standing com'tes include Auditing, Arbitration, Appeals, Rules, Regulations and Trade Rules, Transportation, Weights and Inspection, Complaint, Telephone, Wire Market, Publicity and Radio.

Wichita's Trading Floor.

The Wichita market has a completely modern trading floor in the 7th story of the Wheeler-Kelly-Hagney Bldg., fitted with sample tables, and wire service and boards giving all markets. At the south end of the spacious room is the telegraph service of the Postal Telegraph and Western Union Telegraph companies, the former in charge of J. H. Alexander, the latter managed by C. A. Bashford. A counter before the keys of each displays code books convenient for the grain dealers.

The floor is equipped with the best in telephone service. An individual system connects each office with a numbered booth on the floor, and calls are signalled by lights over the entrance to each booth, a green one for local calls, a red one for long distance. Should a firm member fail to note the flashing of the lights on his booth he is paged by a switchboard operator on the floor.

Weighing and Inspection.

Country shippers are assured of fair treatment by the Kansas state weighing and inspection service at Wichita. The Wichita office is directly under the state headquarters at Kansas City and is locally managed by L. P. Claussen. The laboratory is fitted with complete, standard equipment. During the height of the season this department regularly employs 4 clerks, 4 inspectors, 17 samplers and 9 weighmen, and often handles as much as 500 cars a day. Charges are \$1 per car for weighing both in and out, except on direct transfers when there is only one charge. Inspection charges are \$1 per car.

The 9 weighmasters are distributed, two at the Wichita Terminal Elevator, two at the Red Star Elevator "C," one at Red Star Elevator "B," one at the Wallingford Grain Co.'s elevator, one at the Craig Grain Co.'s elevator, one at the Wichita Flour Mills, and one at the Kansas Flour Mill.

A permanent file record is kept of all seal records on cars that are opened by samplers together with data regarding the inspection and weights.

Wichita has this year enjoyed unusually heavy receipts due to the general use of the combine in the great wheat producing area of southwestern Kansas and of Oklahoma. Nearly 870 cars were waiting for inspection on the morning of July 6. It was common for a Monday morning to find over 600 cars of new crop wheat in the Wichita yards. Single day's runs during the peak of the movement often ran as much as 500 cars. These heavy receipts sorely taxed the facilities for weighing and inspection.

In spite of its handicap the Wichita department maintained a high average. During the rush season of July and early August only 150 appeals were carried to the Federal supervision office.

Mr. Claussen attributes this to the careful workmanship of the samplers. An inspector cannot give an accurate inspection nor a chemist

a true protein test unless he is given truly representative samples. The Wichita samplers have maintained a record that is hard to beat.

While Wichita is not much of a market for hay, nevertheless it receives enough to make hay inspection greatly appreciated. When the Federal Government established standard grades for hay, Mr. Claussen went to the inspection school at Kansas City, later he took the Federal examination and became a licensed hay inspector. He now does the inspecting for Wichita dealers, making a charge of \$2.25 per car.

Due to the heavy demand upon its facilities this year the Wichita inspection department plans on greatly increasing its capacity for the 1927 crop. An additional story, proposed to be built on the west end of the Wheeler-Kelly-Hagney Bldg., will provide space for doubling the amount of equipment of both the inspection and protein testing laboratories. This will provide the department with facilities for the more expeditious handling of its work.

Protein Tests.

Wichita's state protein testing laboratory is directly in charge of Glenn L. Pyles. During July and August this year it maintained a staff of six employees and ran tests on as many as 475 cars and submitted samples a day. Single tests are run unless double tests are called for and a charge of 50c per test is made. On rechecks no charge is made if the test is changed. If the original test is sustained, another 50c is charged.

From July 1st to the middle of September over 11,350 tests had been run. Test samples are numbered and, marked with the firm name and car number, are retained for a short time to facilitate rechecks.

This laboratory is fitted up with 56 electric digesters and stills, and has complete standard weighing, grinding and measuring equipment, as well as a good stock of glassware and acids for making tests.

Sulphuric acid fumes from the digesters are disposed of by a forced draft thru a lead pipe carrying them beyond the roof of the building.

Mr. Pyles is a member of the American Society of Cereal Chemists and follows the approved methods in making tests. Tests are run on all grain received at Wichita other than that of the Wichita Flour Mills, which depends on its own laboratory.

Other mills of Wichita also have protein testing laboratories but prefer to have the test of the state department as well as their own as a measure of safety.

Federal Supervision.

The grain supervision division of the U. S. Department of Agriculture maintains an office in Wichita under ... D. Jarboe. This was established when the act was effected in 1916. Under it is the office at Hutchinson and reporting directly to it is the inspection service at Great Bend, Dodge City, Wellington and Arkansas City.

The office and laboratory at Wichita is fitted with standard equipment and regularly maintains 4 employees for handling appeals. It charges \$1.50 if the grade established by the state inspection department is sustained. If the latter is found in error and the grade on an appealed car is changed, no charge is made. Appeals may be taken thru this office to the general field headquarters at Chicago if this is felt necessary.

Over 5,000 combines in the Sunflower State caused the 1926 crop to be harvested and put on the market unusually early. During the month of July Wichita received 8,215 cars of wheat, more than a third again as much as normally. State inspection departments were caught unprepared for a movement of such proportions. Consequently their facilities were taxed to the utmost and the number of appeals increased.

Wichita's Railroads.

Seven railroads entering Wichita, six of them from two directions, bring grain laden cars from the immense wheat producing territory south and west of the city and smaller quantities of corn and oats from other sections. They are the Santa Fe, Missouri Pacific, Rock Island, Orient, Frisco, Midland Valley, and the A. V. I. and electric line. They stretch out like the web of a great spider, lacing and interlacing the immediate territory, reaching far down into the Cherokee strip of Oklahoma, finding their way into the vast plains of the Panhandle, rushing great trainloads from the combined fields of southwest Kansas.

Rates thru Wichita for export grain via gulf ports demand much of this trade. Wichita dealers are in close touch with conditions at Galveston, Houston and New Orleans at all times. Recently the Orient and Midland Valley R.R.'s published proportional balance rates to the gulf from Wichita. This has been sought for some time and pressure and argument finally succeeded in obtaining these valuable rate concessions.

Wichita's milling capacity makes it a great market by itself, and its location and rail facilities give it favor from every direction.

Wichita's Receipts and Shipments.

Some indication of the importance of Wichita among primary markets may be gained from the receipts and shipments recorded in the sec'y's office. Wheat receipts alone for the year 1925 totalled 16,515,400 bus. Shipments amounted to 10,601,100 bus., leaving the consumption of grain within the market at right close to 6,000,000 bus., a sizeable quantity for 3 mills to grind. Corn receipts during the same period reached 2,565,300 bus. with shipments running at 1,218,000, leaving somewhere near 1,000,000 bus. of corn used at Wichita. This was in the face of an acknowledged poor year in the Southwest.

Wheat figures for the year previous, 1924, run much higher, receipts being 26,443,200 bus. and shipments 15,562,340 bus. The ratio on corn remained about the same, receipts registering 3,925,200 and shipments 2,205,000. The 1925 records are also higher, 19,987,200 bus. of wheat received against 10,743,600 bus. shipped, 2,433,600 bus. of corn received against 1,437,200 shipped. These years carried heavier yields in Kansas and the Southwest.

While Wichita does not constitute in itself a large market for milo, kafir, cane seed and barley, receipts and shipments of these commodities for each year regularly run into figures of six numerals. Particularly on kafir. Records for 1925 show 359,600 bus. received, 289,000 bus. shipped. Records for 1924 show 399,600 bus. received, 269,600 bus. shipped.

Figures compiled from the manifests of receipts of the Kansas State Grain Inspection Department show that during the peak months of July and August this year Wichita received 4,712 cars of wheat over the Santa Fe, 1,723 over the Rock Island, 2,847 over the Mo. Pac., 1,598 over all other roads. These show increases as compared to the 1924 figures for the same months of 120, 89, 165 and 71½ per cent respectively, a steady growth in the importance of Wichita as a primary market.

The following table shows wheat receipts at Wichita by cars and railroad lines for the period 1922-1926, inclusive, thru crop years, and indicates the percent of each line's total receipts to the yearly total:

Carload Receipts at Wichita by Railroads.

July 1. to June 30	A. T. & Mo. P.	S. F.	R. R.	C. R. I.	C. & P.	St. L.-S.	Other	Total
1921-22	9,521	9,575	2,638	1,020	878			23,652
1922-23	7,272	4,508	2,847	1,247	739			16,413
1923-24	6,928	3,522	2,760	1,738	1,064			16,002
1924-25	8,493	5,739	5,606	1,720	1,850			23,408
1925-26	6,325	3,860	2,204	993	995			14,377
Total.	38,539	27,224	15,875	6,718	5,516			93,852
Annual average	7,708	5,445	3,175	1,344	1,103			18,770
Pct. of total...	41.06	29.00	16.91	7.16	5.87			

Private Wires.

Davis-Noland-Merrill Grain Co. has been in the Wichita market for 3½ years. It is managed locally by C. A. Baldwin, who has been active in Wichita grain circles for a much longer period. Both a cash and futures business is done, the cash business being handled by —. Futures business is conducted over Armour wire service which connects directly with the office of the company at Kansas City and, thru it, with the leading grain markets of the country.

James E. Bennett & Co. is locally managed by C. L. Warren and does a futures business only. They have been in the market for 7 years. The Wichita office is on the same private wire as the offices at Hutchinson, Emporia and Topeka, maintaining close relations with the offices at Kansas City and Chicago.

Wolcott & Lincoln have an office just off the Board of Trade floor, where they do a futures business only in grain, cotton, stocks and bonds. Jackson Bros. wire is used. The office is under the management of David Heenan.

Wichita Merchandisers and Commission Merchants.

Adair-Hunter Grain Co. does a merchandising and commission business. It makes a specialty of milling wheat and handles large quantities of corn in season. Special efforts are made in handling consignments. The firm is a partnership between E. H. Adair and D. F. Hunter and has been in the Wichita market since the beginning of the season in 1925.

Baker-Evans Grain Co. works merchandising and consignments of all grains, making a specialty of coarse grains. A. F. Baker is pres., C. M. Evans, vice-pres. and treas. They are "always in the market." The company operates country elevators at Waco and Derby.

Beyer Grain Co. took over the interests of old Kemper Grain Co. when it started in business 8 years ago. The firm is a partnership between J. H. Beyer, E. F. Beyer, W. R. Foot and E. H. Huey. It handles leading flour mill accounts and does a merchandising, commission and consignment business. It has branch offices at Hutchinson and Salina.

I. H. Blood Grain Co. does a merchandising and consignment business, catering especially to outside mill trade desiring specific types of wheat. Mr. Blood has been in the market 10 years and claims never to have had a complaint on his purchases in all that time.

Clark Burdgrain Co., a partnership between Clark Burdgrain and C. O. Burdgrain, merchandises and does a commission and consignment business. Mr. Burdgrain was formerly connected with Wallingford Bros. but has since started in business on his own account, forming a partnership with his son. They have been in the Wichita market since 1915. All grains are handled.

Brady Grain Co. has been serving the trade in this market for 5 years. H. F. Brady is owner and manager. A merchandising and consignment business is done, with good milling wheat as a specialty. The firm operates country elevators at Kingman, Carvel, Basil, Rago and Spivey.

Bedell Grain & Elevator Co., O. E. Bedell, pres., has held forth in the Wichita market for a full decade. At one time it operated a line of country houses but these have been sold and the company now devotes its entire attention to grain merchandising and the handling of consignments. Special attention is given mill orders. A branch office is maintained at Hutchinson under the management of E. R. Bedell.

Edw. Kelly Grain Co., Edw. Kelly, pres., has been handling a merchandising and consignment business in wheat and coarse grains since 1912. The company has a slogan and lives up to it: "Nobody Can Like Kelly Can."

Simonds - Shields - Lonsdale Grain Co. is a branch of the Kansas City office of that company, locally managed by H. L. Chowling who has built up an enviable trade for this branch. A merchandising and consignment business is done with milling wheat as a specialty.

Stevens-Scott Grain Co. is the outgrowth of the original business of W. J. Stevens, one of the early organizers of the Wichita exchange. It obtained its charter in 1904 and has since done a merchandising and consignment business. Considerable exporting is done in export years. In addition it owns and operates 9 country elevators. W. J. Stevens is now retired and the business is run by W. H. Smith, vice-pres. and general manager. Other officers are H. Kaufman, pres., and C. C. Ogren, sec'y-treas.

Elevators and Mills.

The Wichita Terminal Elevator Co. has a bonded, fireproof elevator of 2,000,000 bushel capacity. This elevator is located on the terminal tracks, is served by two unloading and two loading tracks and has all modern equipment for rapid handling of grain, including a 10,000-bushel dryer. The unloading capacity is 75 cars per day and the loading capacity is 100 cars per day.

This company specializes in the handling of hard milling wheat which is shipped to all parts of the country. Mr. A. F. Johns is manager of this department.

On account of this elevator being located in the midst of the Kansas hard wheat territory, it is used extensively for storing wheat for producers and millers. This department is under the management of Mr. Ray P. Green.

The company also specializes in consignment of grain at the Wichita market and in the merchandising of coarse grain. This department is under the management of Mr. G. A. Johnson.

Commerce Mill & Elevator Co., operating the old Imperial Flour Mills properties, has 75,000 bus. capacity in an iron-clad house on the Santa Fe available to all roads. It has one switch track unloading into a single pit and can handle 5 cars a day.

The plant is fitted with electrically operated cleaning machinery and modern mixing devices. It is bonded for public storage for which standard charges are assessed. A battery of grinding and mixing machinery adjacent to the storage is employed in manufacturing poultry and dairy feeds, having capacity for about 2 cars a day. Edw. M. Kelly is pres. of the company, J. H. Reynolds, vice-pres., and Arthur Kelly, sec'y-treas.

Craig Grain Co. is owned and operated by J. W. Craig. It does a merchandising, consignment and brokerage business, specializing in milling wheat. The company operates a 50,000-bu. terminal elevator served by 2 switches from the Terminal Ass'n trackage and can handle 12 to 15 cars per day. Power is electric. The plant is fully fitted out with cleaning and mixing equipment.

Kansas Milling Co. operates a modern 4,000-bbl. mill with 2 units. Power is steam and electricity. This was the first large mill in Wichita and was among the earliest to promote the widespread use of flour that made Kansas wheat famous. Among its leading brands are "Wichita's Best" and "Lassen's Perfection."

The company has concrete and steel all fireproof storage capacity for 600,000 bus. and plans construction of an additional 500,000 bus. in concrete adjacent to its present properties.

Six Terminal Ass'n tracks serve the mill and elevator. Two of these run over unloading pits at the elevator where 50 cars can be handled in a 24-hr. day. The elevator may be operated by either steam or electric power and has a complete cleaning, scouring and mixing equipment. A. J. Smythe is superintendent.

Officers of the company are C. M. Jackman, pres. and general manager; W. F. McCullough, vice-pres., in charge of the grain department; R. W. Magill, sec'y and sales manager, and D. S. Jackman, treas., in charge of operation. A line of 8 country houses and a branch mill at St. Johns are operated by the company.

Red Star Milling Co. has a total milling capacity for 4,400 bbls. daily in its 3 mills, "A," "B" and "C." Its leading flour brand is "Red Star."

Mills "A" and "C" are served by one large concrete storage unit with capacity for 750,000 bus. This is fully equipped with machinery for cleaning and mixing. It has 2 tracks and 2 sinks thru which 24 cars can be handled in an 8-hour day.

Mill "B" is adjacent to the large concrete storage elevator, with a capacity for 500,000 bus., fully fitted with cleaning, washing, scouring, drying and conditioning equipment. It is served by 1 track, has 1 sink, and can unload 10 cars in 8 hours.

The company has its own power plant for developing its own electricity and most of its machinery can be operated by steam or by electric motors.

Its switching facilities give it direct connections with all roads entering the city. A part of its grain is purchased thru a string of 26 country elevators distributed thru the southwestern quarter of Kansas, in charge of Walter Coleman. Grain buying on the floor is in charge of Max Marshall.

Officers of the company are L. R. Hurd, pres.; G. E. King, vice-pres.; A. B. Anderson, vice-pres.; E. W. Morrison, vice-pres.; Roger S. Hurd, vice-pres., and H. B. McKibben, sec'y-treas.

The Wichita Flour Mills Co. operates a 2,500-bbl., fully modern, 2-unit mill so arranged that the 1,000-bbl. unit and the 1,500-bbl. unit may be run separately or in unison according to the demands of the flour trade. It is fitted with electric power. A 1,000,000-bu. concrete, fireproof elevator serves the plant.

Two switches from the Terminal Ass'n tracks give it unloading capacity for about 20 cars in a 10-hour day. The elevator is fitted with modern cleaning and mixing equipment. Wm. Graham is elevator superintendent.

The plant's leading flour brand is "Kansas Expansion." About one-third of its output goes to gulf ports for export to the company's connections abroad.

Officers of the company are J. H. Moore, pres.; G. M. Lowry, sec'y. U. L. Shelton is in charge of the grain department.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Stuttgart, Ark.—C. E. Pettit and R. L. Abbot bought the flour mill of the Arkansas Grain Co. and will convert it into a seed rice elevator.

Hope, Ark.—The Southern Grain & Produce Co. has been purchased by the American Grocery of Little Rock. W. W. Duckett, former owner of the concern, will continue in the retail grain business and will also operate a grain elevator. Basil E. Newton, mgr. of the company's wholesale dept., will remain in charge of the house.—P. J. P.

CALIFORNIA

Petaluma, Cal.—The stone warehouse of the G. P. McNear Co. is to be converted into a grain elevator.

San Francisco, Cal.—The Sawyer Grain Co. has bought out the Pacific Coast Minerals Product Co., Mountain View, Cal.

Pomona, Cal.—The Triangle Feed Depot has doubled its capacity. The owner, Richard A. Ainsa, plans to operate a wholesale business with the retail.

CANADA

Ridgetown, Ont.—The Howard Farmers Flour Mills recently burned with a loss of \$10,000.

Port Perry, Ont.—The Farmers Union Mfg. Co. is remodeling its plant and installing new equipment.

Vancouver, B. C.—J. E. Hall has succeeded H. R. McMillan as pres. of the Merchants Exchange.

Didsbury, Alta.—The Rosebud Flour Mills will add a poultry feed business to their 100-bbl. flour milling plant.

Kingston, Ont.—The Richardson Elevator, which has been standing idle for several years, is again in operation.

Prince Rupert, B. C.—The new government elevator, which has been leased to the Canadian wheat pool, has commenced operations with wheat of the new crop.

In anticipation of future needs, the capacity of the grain driers at the government elevators in Saskatchewan is to be increased from 20,000 bus. per day to 60,000 bus.

Vancouver, B. C.—Geo. W. Head, formerly connected with the Canada West Grain Co., Winnipeg, has sold his interest in that business and engaged in business here under the name of the G. W. Head Grain Co.

Dunnville, Ont.—The 50-bbl. flour mill owned by O. E. Wilson burned on Sept. 21 with a loss of \$25,000 on the building and machinery alone. A large stock of grain and flour was destroyed. Loss about half covered by insurance.

Tillsonburg, Ont.—Tillsonburg Mills, Ltd., incorporated to take over and operate the mills here formerly known as Tillson Mills. The mills will be overhauled and new machinery installed. Capital stock, \$250,000; officers, Frank Gillan, pres.; D. F. Gibson, v. p., and O. E. Twiss, sec'y.

Port Colborne, Ont.—A public elevator license has been issued to the Maple Leaf Mfg. Co., Ltd., permitting the operation of its elevator here as a public one during the year 1926-27. The license was issued on an understanding that space for 400,000 bus. will be available for public storage of grain, the remainder to be used for the company's milling requirements.

Edmonton, Alta.—The government of this province issued a statement to the board of grain commissioners opposing the application for increases in the tariff of charges of public terminal elevators at Vancouver, B. C. The statement points out that existing facilities for the handling of grain moving westward from the prairie provinces are in excess of average requirements, and that an increase in handling charges to provide further expansion along this line is at present unnecessary.

COLORADO

Eckley, Colo.—Eckley Farmers Elevator Co. has enlarged its plant.

Hugo, Colo.—The Plains Grain & Produce Co. is installing a new bean elevator.

Eads, Colo.—C. H. Helms is out of business here and has moved to Ordway. No one has succeeded him in business.—X.

Springfield, Colo.—The Geo. E. Gano Grain Co. of Hutchinson, Kan., plans the erection of a new elevator here and at Joycoy.

Hugo, Colo.—The Hugo Farmers Elevator Co. has completed arrangements for the handling of its recent financial difficulties, and will continue to do business.

Stonington, Colo.—The Pettit Grain Co. of Hutchinson, Kan., plans the erection of an elevator here and at Joycoy when the Santa Fe completes construction of the extension on its Mahter branch.

Las Animas, Colo.—Ralph Mann, who has been employed with the local plant of the Trinidad Bean & Elevator Co., has been transferred to Sterling where he has been made ass't mgr. for the district.

La Junta, Colo.—The plant of the La Junta Flour Mills and elevator, belonging to the Colorado Mfg. & Elevator Co., burned on Sept. 25, together with a large quantity of wheat and flour. Loss is estimated at \$200,000.

Denver, Colo.—Chas. L. Bloom, head of the American Brokerage Co. and formerly part owner with his father in the Bloom Mfg. & Elevator Co., New Madison, O., died Sept. 25 at the age of 55 years. His widow and two sons survive.

Denver, Colo.—Arthur S. Walters, traffic mgr. of the Rocky Mountain Grain Co., has been appointed ass't to the mgr. of the Kansas City office of the company. J. H. Jackson, former ass't traffic mgr. of the Colorado Mfg. & Elevator Co., of which the Rocky Mountain Grain Co. is a subsidiary, will succeed Mr. Walters.

Denver, Colo.—The Colorado Milling & Elevator Co. called a meeting of the managers of its 30 or more mills for the purpose of discussing the business affairs of the company and outlining the policies for the coming year. Negotiations for the sale of this company's business to Dillon, Read & Co., a New York banking house, were halted recently.

IDAHO

Jerome, Ida.—Elwin Voegler, v. p. and gen. mgr. of the Jerome Mfg. & Elevator Co., died on Sept. 21.

Rexburg, Ida.—W. L. Weber is mgr. of the Weber Co., a newly formed organization, which took over the business of the Anderson-Koon Co.

ILLINOIS

Heyworth, Ill.—We have installed a Kewanee Truck Dump.—Farmers Co-op. Grain Co.

Annawan, Ill.—The J. C. Dewey & Co.'s elevator was damaged by fire with a loss of \$1,000.

Shawneetown, Ill.—Our elevator, which burned recently, is being rebuilt.—Shawneetown Elevator Co.

Cairo, Ill.—H. S. Antrim and W. S. Cunningham have disposed of their membership in the Board of Trade.

Appel Siding (Herscher p. o.), Ill.—The Farmers Elevator Co. is considering the dissolution of the corporation.

Kaser (Carrollton p. o.), Ill.—Henry McLane, mgr. of the Kaser Co-op. Co.'s elevator, died at his home after a brief illness.

Fairview, Ill.—There are two grain elevators in operation here, one being operated by Buckley & Co. and the other operated by the Fairview Farmers Elevator Co.—Guy M. Davis, mgr., Buckley & Co.

Ogden, Ill.—The Supple Grain Co. found it necessary to call on the fire department to pump five feet of water out of its elevator.

Hecker, Ill.—Werner Kammler has started the operation of a feed mill on the premises formerly owned by Henry Friskorn.

Crossville, Ill.—E. H. Morris, who formerly operated the elevator at Browns, has purchased the two elevators here of the Crossville Elevator Co.

Stronghurst, Ill.—The Stronghurst Grain & Mds. Co. has covered its elevator here and at Decorra with corrugated iron.—G. D. Marshall.

Fithian, Ill.—The elevator formerly operated by C. B. Delong is now being operated by E. C. Saddoris who also has an elevator at Mayview.—X.

Blackstone, Ill.—My elevator was destroyed by fire about a month ago. The Farmers Grain Co.'s elevator is the only one in operation.—John Horner.

Ocoya (Pontiac p. o.), Ill.—John Weaver has accepted a position with the Farmers Elevator Co., succeeding James Campbell, who recently resigned.

Lake City, Ill.—Wm. L. Bailey, owner of elevator here and at Ulrich, died Sept. 25 at Decatur, at the age of 64 years. His widow survives.

Monmouth, Ill.—The Monmouth Elevator Co. is the property of C. R. Lewis of Jacksonville. We are acting as his agents here.—Bowker Smith Co., agts.

Cairo, Ill.—O. B. Hastings of the Samuel Hastings Co., who has been in the North Shore Sanitarium for several weeks, is much improved in health though not fully recovered.

Owaneco, Ill.—Wm. H. Barrett, for many years engaged in the grain business here, died at his home on Sept. 25 at the age of 67 years. His widow and four children survive.

Catlin, Ill.—I suffered an accident at the elevator on July 31, and was in the hospital for seven weeks, and have just returned to the office.—Walter L. Jackson, mgr., Catlin Grain Co.

Chenoa, Ill.—W. J. Sinclair and myself are now props. of the C. W. Parry Grain Co.—C. W. Parry. (These individuals recently bought the interest of C. C. Savage and wife in the elevator.)

Hoopeston, Ill.—The Hoopeston Grain & Coal Co. called on the fire department to pump water out of its grain bins. The heavy rains caused the exceptionally large amount of water to seep into the bins.

Browns, Ill.—The Albion Mfg. Co. of Albion has purchased E. H. Morris' elevator and will operate it as the Browns Elevator Co. Arch Bassett will be mgr. of both companies. Mr. Morris has purchased two elevators at Crossville.

CHICAGO NOTES.

Stein, Alstrin & Co. have opened a branch office in the Hotel Sherman.

The Finance Com'te of the Board of Trade has set the rate of interest for October at 5½% per annum for advances on Bs/L.

Matteson, Ill.—James P. Kier, supt. of McKenna & Dickey's elevator here, died in Berwyn at the age of 67 years. He is survived by his widow and one son.

New members to the Board of Trade are: Percy H. Ginder of Duluth and Samuel P. Mason of Sioux City. Applications: Frank B. Woltz, John B. Martin, Arthur J. Pollok and C. F. Roberts. Transfers: Dawson L. Huff, John Terborgh, Est. Wm. C. Foley, and Lee Rosenberg. Memberships are selling at \$7,200.

Corn is still going out of condition in the public elevators. On Sept. 30 Rosenbaum Bros. posted two bins in the National Elevator. On Oct. 4 the South Chicago Elevator Co. posted 4 bins in South Chicago Elevator. "C" and "Annex" and applied the heat damaged and moldy corn on 16 outstanding warehouse receipts for 33,735 bus. of No. 2 yellow dated Feb. 20 to Mar. 20.

Wm. S. Lerue, the oldest clerk of John H. Wood Co., died suddenly on Sept. 20 after finishing his supper at a restaurant. He was 73 years old and is survived by one son. Mr. Lerue started to work for Munn & Scott, grain elevator operators, soon after the fire in 1871. Later he was with Culver & Co., and for the last ten years was bookkeeper for John H. Wood Co.

INDIANA

Delphi, Ind.—The Whiteman Bros. & Co.'s elevator, which burned recently, is being rebuilt.

Onward, Ind.—I have succeeded O. E. Ness as mgr. of the Onward Grain Co.—D. R. Smith, mgr., Onward Grain Co.

Jasper, Ind.—I. Bohnert of the Bohnert Elvtr. Co. was married on Sept. 21 to Miss Emma Otto.

DeMotte, Ind.—The 20x40 ft. addition which Albert Konovsky is building to his elvtr. is about completed.

Loogootee, Ind.—P. M. Walker & Co. have begun the rebuilding of their plant which was burned several months ago.

Servia, Ind.—The Mutual Grain Co., which owns the other elvtr. at this station, has bought the Servia Farmers Elvtr. Co. from receivers.

Lebanon, Ind.—Clyde O. Powell, mgr. Reveal & Patterson, died suddenly Oct. 3, at the age of 46 years. His widow and a daughter survive.

Hartford City, Ind.—I am the new mgr. of the Blackford Grain Co., taking charge on Oct. 4. I was formerly at Kouts, Ind.—H. C. Clark, mgr., Blackford Grain Co.

Washington, Ind.—P. M. Walker & Co. has completed the overhauling of the Kidwell Mill which it recently purchased. The mill has a capacity of 100 bbls. daily.

Pendleton, Ind.—The Pendleton Feed & Fuel Co., incorporated; capital stock, \$20,000; directors, Paul G. Miller, Hugh H. Kinnard, Mildred M. Kinnard, and Helen K. Miller.

Seymour, Ind.—C. R. Jackson, who has had charge of the corn products mill of the Farmers Co-op. Elvtr. Co., has been made gen. mgr. of the business, succeeding George Breitfield.

Wolcott, Ind.—The Wolcott Grain Co. has bought the surplus elvtr. of the Farmers Elvtr. Co. and is moving it to Seaford, a distance of 4½ miles, to replace the one which burned there recently.

Ladoga, Ind.—Wallace Ashby has bought the Ladoga Flour Mill which for many years was operated by Hardin & Son and later by John Hardin. The mill has been closed for some time but Mr. Ashby will operate it as soon as repairs are made.

Jolietville (Sheridan p. o.), Ind.—The McVey-Goodrich Co. is building a new grinding room and installing a motor-driven Dreadnaught 24-in. Grinder in its elvtr. at this station—M. E. Kendall, mgr., Kendall-Goodrich Co., Westfield, Ind.

Indianapolis, Ind.—The Cleveland Grain & Milling Co. has let the contract to James Stewart & Co., for a large modern concrete grain purifier. The new elvtr. built by the same company is ready to receive grain and will be put in operation as soon as grading is completed and tracks laid.

IOWA

Denison, Ia.—The Doud Mlg. Co. has re-modelled its plant here.

Tingley, Ia.—C. L. Oxenreider is the new mgr. of the Talbott Grain Co.

Blandin, Ia.—Mr. Shrader of Pocahontas is the new mgr. of the Farmers Elvtr. Co.

Correctionville, Ia.—Dr. Allen has added a grain elvtr. to his feed grinding equipment.

Gifford, Ia.—E. B. Holmes of Galesburg has bought an interest in H. N. Edmundson's elvtr. here.

Waterloo, Ia.—The Produce Mill Co. has let contract for the erection of another station here.

Inwood, Ia.—Klein Bros. Grain Co. has installed a new Monarch Attrition Mill in its elvtr.

Ledyard, Ia.—M. J. Garry sold his elvtr. here, buying the Rathlisberger Bros. Elvtrs. at Iona, Minn.

Atkins, Ia.—The Atkins Grain Co. has installed a new motor and equipment to elevate grain faster.

Garden City, Ia.—The Quaker Oats Co. suffered a fire loss recently when fire broke out on the first floor of its elvtr.

Linn Grove, Ia.—The Farmers Grain & Supply Co. has renewed its charter, which expired July 2, 1926, for twenty years.

Galt, Ia.—The new office and feed room of the Galt Co-op. Grain Co. is nearly completed. It is constructed of cement block.

Sulphur Springs, Ia.—I have been employed as mgr. of the elvtr. which Davis Bros. & Potter recently purchased here.—Chas. Folk.

Pocahontas, Ia.—We have overhauled the elvtrs. which we operate at this station and have installed new buckets, belt and transmission rope.—Davis Bros. & Potter.

Wieston (Manson p. c.), Ia.—I am now mgr. at this station for Davis Bros. & Potter. I was formerly at Montezuma.—O. C. King.

Morningside, Ia.—C. W. Forney was the only bidder for the Morningside Elvtr. & Coal Co. which was offered for sale by receivers.

Cedar Rapids, Ia.—The Mesquaki Mlg. Co. of Toledo, O., will erect an 8,000-bu. grain elvtr. here and construction will start shortly.

Early, Ia.—We have completed the erection of a coal house with a capacity of 300 tons.—W. E. Jackson, mgr., Early Farmers Elvtr. Co.

Sioux City, Ia.—Chas. C. Flanley, v. p. of the Grain Exchange, has been elected pres. to finish the unexpired term of the late Thomas A. Black.

Eldorado, Ia.—W. P. Lauer will overhaul and operate the Eldorado Mill which he recently bought from Lars Askelson. The plant has been idle for four years.

Manson, Ia.—We have reroofed our elvtr., enlarged the cupola, and installed new buckets and a Link-Belt Chain Drive.—A. Hakes, mgr., Davis Bros. & Potter.

Larchwood, Ia.—Clarence Kuhl of Adair has accepted a position as mgr. of the Davenport Elvtr. Co. His father, H. J. Kuhl, is mgr. of the company's elvtr. at Adair.

Racine (Alden p. o.), Ia.—The Farmers Elvtr. Co. has withdrawn its receivership suit out of court and will hold a stockholders' meeting to determine upon a course of action for the future.

State Center, Ia.—Our elvtr. has been closed for some time as farmers are feeding most of the grain, both corn and oats.—I. L. Patton & Son. (It is expected that the elvtr. will be salvaged.)

Reinbeck, Ia.—Walter Wiggins and Melvin Peet, who were working on the new Moeller & Walter elvtr., fell from a 30 ft. scaffolding on Sept. 22. Mr. Wiggins was severely bruised and his arm was broken. Mr. Peet sprained his wrist and suffered minor bruises.

West View (Pocahontas p. o.), Ia.—Hugh Stevens, aged 50 years, was instantly killed at the Van West Grain Co.'s elvtr. on Sept. 27 when his clothes caught on a shaft as he was winding a rope over a pulley and he was pulled thru the machinery. He is survived by five children, his wife having died two years ago.

Council Bluffs, Ia.—Alleging that the Trans-Mississippi Elvtr. Co. is maintaining a nuisance by allowing chaff and noxious gases to circulate, an action has been filed asking that the nuisance be abated and the company enjoined from continuing the practice. Numerous protests have been made to the city council regarding the chaff and gases, which it is claimed is due to the fact that the company is operating a new drier.

Vail, Ia.—A 15-year-old boy was smothered in a grain bin here on Sept. 25. The bin contained about 400 bus. of wheat in a dampened condition, and a load had been drawn thru a spout at the bottom, undermining the pile but leaving a crust over the hollow cone. Into this apparently solid pile the boy jumped, jarring the grain loose from the bin walls. When found the body was in an upright position with hands upstretched, and was covered with wheat to the depth of 3 ft.

KANSAS

Oberlin, Kan.—Lohofener & Hitchcock have built a warehouse.

Barleyville, Kan.—John Nolte has equipped his elvtr. with lightning protection.

Morganville, Kan.—The Farmers Co-op. Ass'n has bought the warehouse of L. B. Silver.

Leavenworth, Kan.—The J. C. Lysle Mlg. Co. has sold its elvtr. to a contractor who will wreck it.

Independence, Kan.—The Independence Cotton Gin, Grain & Supply Co. incorporated; capital stock, \$10,000.

Schroyer (Blue Rapids p. o.), Kan.—The Schroyer Grain & Supply Co. incorporated; capital stock, \$15,000.

Sitka, Kan.—The C. D. Jennings Grain Co.'s 15,000-bu. elvtr. here has been sold to T. M. Rinker.—C. D. Jennings.

Wichita, Kan.—W. G. Hibarger, aged 61, died Sept. 26. He was connected with the Star Mills of Amarillo, was a member of the Board of Trade, and had a wide acquaintance among the grain trade of the Southwest.

Straight Creek, Kan.—I have not contracted for an elvtr. here, and there has been none erected as yet.—Felix Ernest.

Berwick, Kan.—We expect to build a warehouse in which to store feed. We will also do some feed grinding.—J. H. Strahm & Son.

Salina, Kan.—We have closed our elvtrs. at Scott City and Healy. Didn't even open our house at Modock this season.—Salina Produce Co.

Tice (Copeland p. o.), Kan.—Construction has started on a new 60,000-bu. concrete elvtr. for the C. D. Jennings Grain Co. R. W. Shearer is the present mgr.—C. D. Jennings.

Pratt, Kan.—C. E. Lukas has taken charge of the Kansas Flour Mills branch elvtr. here, replacing C. E. Pike who has taken charge of the company's house at Rush Center.

Salina, Kan.—A Columbus Day Golf Tournament will be held at the Country Club on Oct. 12. Among the prizes offered is \$10.00 from the Salina Board of Trade, and sacks of flour donated by the various mills here.

Iola, Kan.—The plant of the Newton Mlg. & Elvtr. Co. has been sold to the Iola Mlg. Co. who will continue to operate it. The plant consists of an elvtr., warehouse and a feed grinding mill. Walter W. Lamb, mgr. of the business for the Newton company for the past 20 years, has resigned.

Salina, Kan.—The Weber Flour Mills Co. has been purchased by a group headed by T. G. Helvering, T. L. Welsh and John Vanier. Mr. Helvering will be pres. of the new firm, Mr. Welsh, v. p., and Mr. Vanier, sec'y-treas. and mgr. No change will be made in the firm name. The company owns a 1,600-bbl. mill here and a 1,500-bbl. at Ellsworth, but financial difficulties the past two years have kept the mills idle, and finally resulted in their sale. Minor repairs are being made on the plant here.

HUTCHINSON LETTER.

Paul Stewart is the new mgr. of the office of James E. Bennett & Co., succeeding Harry O'Brien.

We plan the construction of new elvtrs. at Joycoy and Springfield, Colo.—Geo. E. Gano Grain Co.

E. R. Bedell is in charge of the office which the Bedell Grain & Elvtr. Co. of Wichita has opened here.

The Security Elvtr. Co. is erecting a 16,000-bu. elvtr. at Boise City, Okla., and also one of the same capacity at Keyes, Okla.

R. R. Saunders, formerly United States grain supervisor at New Orleans, Kansas City and this city, died Sept. 29 of apoplexy at Grand Junction, Colo., where he had gone for his health. His widow survives.

The Pettit Grain Co. is erecting a 14,000-bu. iron-clad elvtr. at Sturgis, Okla., and plans the construction of other elvtrs. at Joycoy and Stonington, Colo., as soon as the Santa Fe completes construction of the extension on its Mahter branch.

The Hutchinson market will have a new trading floor with triple the amount of space it now has, when it takes over the quarters now occupied by the Chamber of Commerce on Jan. 1. This will permit more office space on the 8th floor of the Rorabaugh-Wiley Bldg. so that all grain dealers will be on the 6th, 7th and 8th floors.

LOUISIANA

New Orleans, La.—Sam P. Fears, chief grain inspector of the Board of Trade, was married to Miss Florence Hitchew.

Cedar Grove, La.—The warehouse of the Shreveport Grain & Elvtr. Co., Inc., burned on Sept. 13 with a loss of \$20,000. The house contained a large quantity of corn, oats and other grain and several hundred pounds of bagging.

MARYLAND

BALTIMORE LETTER.

The wife of Chas. England, former pres. of the Grain Dealers National Ass'n, died on Sept. 20.

Herbert F. O'Dell and John Wm. Craig have applied for membership in the Chamber of Commerce.

Several elvtrs. here have notified the trade that they will refuse to accept fire-burnt grain into their elvtrs.

The Pennsylvania, Baltimore & Ohio and Western Maryland railroads give notice that, effective Oct. 25, there will be no charge for running together various grades of grain at time of delivery to vessel, but that the charge for mixing grain in store will be $\frac{1}{2}$ c per bu. as usual.

MICHIGAN

Decatur, Mich.—The Decatur Co-op. Ass'n has discontinued operation here.

New Haven, Mich.—We have just built new coal sheds and installed an unloader.—New Haven Farmers Elvtr. Co.

Marcellus, Mich.—W. L. Harvey of Allegan has leased the plant of the Marcellus Mfg. Co. and has begun operations. Mr. Harvey was formerly treas. and mgr. of the Allegan Mfg. Co. and was also a partner in the Constantine Mill.

Jackson, Mich.—Fire in our plant on Sept. 29 completely destroyed our grain receiving equipment and damaged several thousand dollars' worth of stock located in warehouses adjacent to place where fire occurred. The mill proper was not damaged and we are now operating.—Heywood Mfg. Co.

MINNESOTA

Sherburn, Minn.—Chas. Gimm is erecting a feed mill to be 30x28 ft.

Fisher, Minn.—The Kellogg Commission Co. of Minneapolis is building an elvtr. here.

Taopi, Minn.—The firm of David Bros. has been succeeded by the Hunting Elvtr. Co.

Milan, Minn.—The Taplin Grain Co. has purchased the Farmers & Merchants Elvtr. Co.—Milan Farmers Elvtr. Co.

Sleepy Eye, Minn.—The Cargill Grain Co. of Minneapolis contemplates the leasing of the elvtr. and the 14 large storage tanks here.

Duluth, Minn.—The following have been admitted to membership in the Board of Trade: A. R. Bock, on transfer, and J. R. Foulker.

Eagle Lake, Minn.—Our company is still doing business under the firm name of Commander Elvtr. Co.—G. A. Harein, agt., Commander Elvtr. Co.

Tracy, Minn.—Ira Bussell has resigned his position as mgr. of the Farmers Elvtr. Co. and will move to California. His resignation took effect Oct. 1.

Darwin, Minn.—The erection of an elvtr. to replace the one of the Farmers Elvtr. Co. which burned recently is contemplated by farmers who were interested in the company.

Mapleton, Minn.—Guy Treanor, who has been mgr. of the Equity Elvtr. Co. for the past two years, has resigned. He will engage in the grain business on his own account in Hampton, Minn.

Wegdahl, Minn.—We are now incorporated under the name of the Wegdahl Elvtr. Co.—W. E. Benson, mgr., Wegdahl Elvtr. Co. (This company was formerly operated as the Myers Whse. & Produce Co.)

Battle Lake, Minn.—The flour mill here has resumed operations under the name of the Lake Region Flour Mill, with C. W. McCaffey and Oscar Nelson as millers. Much new machinery has been added.

MINNEAPOLIS LETTER.

Alfred G. Chambers, formerly a member of the Chamber of Commerce board of appeals, died on Sept. 27, aged 76 years.

The following memberships in the Chamber of Commerce have been transferred: Rene T. Paradis to Brynte Brynteson; Ralph Bruce to Andrew R. Templeton; Arthur McGuire to Howard F. McPharlin; R. J. Huseby to Clyde C. Cook; E. A. Everett to Victor G. Pickett; M. B. Gold to M. J. Renshaw; and J. I. McFarland to R. W. Milner. The privilege of corporate membership was granted to the Minnesota Wheat Growers Co-op. Marketing Ass'n.

Cars of grain held up at sampling points for sampling will pay a charge of \$4 each, or 3/10c per bu. starting Oct. 18, under terms of a tariff set up by the Great Northern, the Northern Pacific, and the Minneapolis, St. Paul & Sault Ste. Marie railroads as a compromise proposed before the state railroad and warehouse commission. The rate is effective for cars stopped at Glenwood, Thief River Falls, Staples, Willmar, Cass Lake and Sandstone.

Captain Getchell, for the past two years head doorman at the Chamber of Commerce trading floor, died on Sept. 25 after a short illness.

MISSOURI

Sedalia, Mo.—The Missouri Grain Dealers Ass'n will hold its annual meeting here Nov. 11.

Aurora, Mo.—M. T. Davis has retired from his position as sec'y and treas. of the Majestic Mfg. Co.

Kansas City, Mo.—Arthur S. Walters has applied for membership in the Board of Trade on transfer from Geo. W. Higby, deceased.

St. Louis, Mo.—The membership of Robert W. Harper, Des Moines, Ia., in the Merchants Exchange, has been posted for cancellation.

Canton, Mo.—Roby Wallace has resigned his position with the Co-operative Elvtr. Co. and will be succeeded by Wade Marks temporarily.

Joplin, Mo.—Hitz Flour & Grain Co. incorporated; capital stock, \$5,000; incorporators, C. A. Hitz, Anna Hitz and Frederick L. Thornton.—P. J. P.

St. Louis, Mo.—The following have been admitted to membership in the Merchants Exchange: Harry A. Volz, Louisville, Ky., and W. A. Elam on transfer.

Hume, Mo.—The Farmers Elvtr. Co. is erecting a large building, 24x100 ft., to replace the ones destroyed by fire recently. The new house will be used as a granary and ware room and will house the company's new grinder and sheller, which will be electrically equipped.

Kansas City, Mo.—Goetzmann - Aylesworth Grain Co. incorporated; Minnesota, \$50,000; Kansas City, Mo., \$50,000; officers, A. L. Goetzmann, pres.; S. C. Heineman, sec'y, and Joseph S. Geisel, who formerly operated the Joseph S. Geisel Grain Co., has been elected v. p. Mr. Geisel will be in charge of the company's office here and will represent them on the Board of Trade.

MONTANA

Hobson, Mont.—The new addition to the Judith Mfg. Co.'s plant is completed. The mill now has a capacity of 800 bbls. per day.

Broadus, Mont.—Vernon Powell has bought the flour mills here from the First National Bank and will put the plant in shape for operation.

Butte, Mont.—James O'Leary of Anaconda has purchased the Standard Mill Flour & Feed Co. and will make extensive repairs to the plant.

Lewistown, Mont.—The Lewistown Grain Co. incorporated; capital stock, \$125,000; incorporators, F. N. Johnson, William Griffith and D. McLaughlin, all of Spokane.

Buffalo, Mont.—The International Elvtr. Co., whose plant was burned together with 10,000 bus. of grain with a loss of \$25,000, has purchased the Lewis Elvtr. and will continue its business.

NEBRASKA

Auburn, Neb.—My elvtr. is closed at present.—N. C. Sorenson.

Nacora, Neb.—The elvtr. here was destroyed by fire on Sept. 25.

Alda, Neb.—The Farmers Elvtr. Co. has closed its plant.—W. W. Gallup.

Belden, Neb.—Webster & Field Elvtr. Co.'s elvtr. is closed at present.

Indianola, Neb.—E. E. Smith & Sons have installed new equipment in their plant here.

Bruning, Neb.—E. C. Carter has sold the Bruning Mill & Elvtr. to Sam Cross of Gering.

Gering, Neb.—The Gering Mill & Elvtr. Co. will erect additional storage space for 7,000 bus. of grain.

Farwell, Neb.—Gooch Mfg. & Elvtr. Co.'s elvtr. has been torn down.—E. G. Taylor Grain Co.

Syracuse, Neb.—The Duff Grain Co.'s elvtr. is closed.—Ray Copenhauer, mgr., Farmers Elvtr. Co.

Max, Neb.—The Equity Elvtr. Co.'s elvtr. is closed.—W. J. Marks, mgr., Krotter & J. S. Fitzgerald.

Saronville, Neb.—The Saronville Farmers Grain & L. S. Co. has sold its elvtr. to the Saronville Grain Co.—John G. Anderson, mgr., Saronville Grain Co.

Culbertson, Neb.—The Shannon Grain Co. will close its house here for the season.—Wm. V. Overby, mgr.

Ceresco, Neb.—We took over the plant of the Latta Grain Co.—Al Lundstrom, agt., Nye & Jenks Grain Co.

Hastings, Neb.—The annual meeting of the Nebraska Farmers Elvtr. Ass'n will be held here in November.

Waterbury, Neb.—I have succeeded the Atlas Elvtr. Co. I was formerly their agt. at this station.—P. S. Bukley.

Mt. Clare, Neb.—The Mt. Clare Grain Co. closed its business on Aug. 1.—Rhue Cole, mgr., Farmers Union Elvtr. Co.

Palmyra, Neb.—The Duff Grain Co.'s elvtr. has been closed for some time.—Raymond Hallwell, Farmers Elvtr. Co.

Diller, Neb.—The Crittenden Grain Co. of Lincoln, bought the Nye & Jenks Grain Co.'s elvtr.—John H. Harms, agt.

Carroll, Neb.—The elvtrs. of A. Texley and John F. Westrand Co. have been closed.—Farmers Union Co-op. Ass'n.

Liberty, Neb.—The Liberty Elvtr. Co. is successor to the Watkins Grain Co.—C. W. Hagerman, mgr., Liberty Elvtr. Co.

Hoskins, Neb.—The Farmers Grain & Coal Co. of Norfolk owns the two elvtrs here but at present are inactive.—Aug. Zumer, treas.

Ohio, Neb.—The Nye & Jenks Grain Co.'s elvtr. was taken over by the Crittenden Grain Co.—Wm. H. Hinkle, agt., Crittenden Grain Co.

Bellwood, Neb.—The Farmers Grain Co. has equipped its elvtr. with lightning protection and has purchased coal sheds from the Nye & Jenks Co.

Eldorado, Neb.—Nye & Jenks Co. bought the Updike plant here, but it is not being operated at present.—E. F. Ochsner, J. F. Grosshans Grain & Lbr. Co.

Plainview, Neb.—E. E. Phillips has succeeded the Nye & Jenks Grain Co. here. J. J. Mulaney's elvtr. is not in operation.—Walrath & Sherwood Lbr. Co.

Wilcox, Neb.—The R. M. Strong Elvtr. Co. and the Wilcox Grain Co. are closed on account of short crop.—R. M. Kinsman, mgr., Farmers Grain & Ship. Ass'n.

Trumbull, Neb.—The Hynes Grain Co.'s elvtr. is closed. The Crittenden Grain Co. succeeded the Nye & Jenks Grain Co.—A. R. Rich, mgr., Farmers Union Ass'n.

Hildreth, Neb.—Poppington Bros. bought the Anderson Grain Co.'s plant, but the elvtr. is not being operated.—E. W. Smutt, Farmers Co-op. Grain & L. S. Ass'n.

Primrose, Neb.—J. A. White, mgr. of the T. B. Hord Grain Co. for the past 3½ years, will be transferred to Humphrey, and Guy Ransdall will succeed him here.

Wilson, Neb.—Ross Edwards of Beaver City, bought the elvtr. of Nye & Jenks Grain Co., but it is not being operated at this time.—I. H. Wollen, Wilsonville Equity Exchange.

North Loup, Neb.—There are two scoopers here. The regular dealers are Farmers Grain & Supply Co., and Geo. E. Johnson.—O. R. Hill, mgr., Farmers Grain & Supply Co.

Omaha, Neb.—The wavelength of the Omaha Grain Exchange Radio Broadcasting Station, WAAW, has been increased from 277.6 to 384.4 and the frequency kilocycles reduced from 1080 to 780.

Prosser, Neb.—Emil J. Seyler, mgr. of the Farmers Grain & Supply Co.'s elvtr. took his own life by hanging himself from a beam in the top of the elvtr. He is survived by his widow and four small children.



We Carry a Complete
Stock of
Sprocket Chains
in all sizes.

Our line of Grain Elevator
Machinery is complete.

American Machinery & Supply Co.
Omaha, Nebr.

Howe Scales Kewanee Dumps

Stein (Auburn p. o.), Neb.—This town was formerly known as Bracken and I operated as the Bracken Grain Co. Since the change in the name of the town I have operated as the I. H. Kuper Elvtr.—I. H. Kuper.

Fordyce, Neb.—F. G. Suing is in charge of the elvtr. which was recently purchased by J. J. Mullaney of Sioux City from the McCaull-Webster Co. The elvtr. has been closed for several months but has now been remodeled and is in operation.

Omaha, Neb.—The Rocky Mountain Grain & Commission Co. of Denver has opened an office here in charge of G. S. Jewett of Sidney. The company has held membership in the Grain Exchange here for several years and its account has been handled by the J. W. Redick Co.

Leshara, Neb.—The Leshara Farmers Elvtr. Co. bought Duff Grain Co.'s elvtr. and coal sheds to replace its plant which burned last May. I was formerly mgr. for the Duff Grain Co. here but succeeded Claude H. Hoppel as mgr. of this company on Sept. 1.—Wm. Kammer, mgr., Leshara Farmers Elvtr. Co.

NEW ENGLAND

Boston, Mass.—Henry Jennings, for the past 40 years engaged in the grain business here, died on Oct. 1.

New Haven, Conn.—M. M. Pulkin & Sons will remove their business to Meriden and will change the name to the Standard Grain & Coal Co.—S.

Holyoke, Mass.—Burnham Grain Co. incorporated; capital stock, \$50,000; incorporators, Fred G. Burnham, Cyrus G. Burnham and Jacob Ogan.—S.

East Cambridge, Mass.—Edmund I. Train, for many years engaged in the hay and grain business here, died Sept. 21 at his home in Somerville at the age of 76 years. His widow survives.

NEW YORK

Mannsville, N. Y.—The feed mill of Emmett and Mary Gregg sustained a loss of \$6,000 by fire on Sept. 27.

Buffalo, N. Y.—Edward W. H. Holzer, sec'y of the Philip Houck Mfg. Co., died on Sept. 28 after an illness of more than a year. His widow and one son survive.

Saratoga Springs, N. Y.—Delmar A. Budd, pres. and mgr. of the Saratoga Mfg. & Grain Co., has sold his interest to Edward B. Ashton, pres. of the Saratoga Coal Co.

Buffalo, N. Y.—A grain storage building belonging to the Moffat Flour Mills was destroyed by fire on Sept. 30 with a loss of \$50,000. About 50,000 bus. of grain were in the house.

Buffalo, N. Y.—The 1,000-bbl. mill of the J. A. Walter Mfg. Co. has been taken over by the Commander-Larabee Corp. This purchase gives the corporation milling units in the three principal sections of the country, having 15,000 bbls. capacity in the Southwest and 12,000 bbls. in the Northwest.

NORTH DAKOTA

Sykeston, N. D.—Frank Klinger of Minneapolis has purchased the Andrews Elvtr.

Lostwood, N. D.—Burglars stole a small amount of cash from the Farmers Elvtr. Co.

Gronna (Rolla p. o.), N. D.—The stockholders of the Farmers Equity Elvtr. Co. have voted to sell the house.

Divide (New Rockford p. o.), N. D.—J. C. Smith's grain elvtr. was burned together with considerable grain.

Wolford, N. D.—L. D. Davidson, formerly buyer for the Cargill Elvtr. Co., is now mgr. of the Farmers Elvtr. Co.

Grand Forks, N. D.—The Farmers Co-op. Elvtr. Co., of Binford, is a new member of the Farmers Grain Dealers Ass'n.

Kulm, N. D.—Pruetz Bros., who have been in the grain business here for 33 years, have sold their elvtr. to C. B. Mogck.

Ambrose, N. D.—The safe of the Farmers Elvtr. Co. was blown on Sept. 13 and several checks and some cash was stolen.

Veiva, N. D.—Swan Selberg has been elected mgr. of the Farmers Elvtr. Co., succeeding R. W. Kirkpatrick who recently resigned.

Alexander, N. D.—The elvtr. of the King Grain Co. is closed, due to the accident suffered by its mgr., Walter T. Stedman, and poor crops.—International Elvtr. Co.

Venlo, N. D.—We are operating the elvtr. which we recently bought from the Venlo Grain Co., under the name of Carter & Legg, Inc.—A. E. Carter and Leslie S. Legg, mgr.

Marmarth, N. D.—The Marmarth Co-op. Equity Elvtr. Co. will be replaced by the newly organized Marmarth Elvtr. Co., with the following officers: F. F. Butler, pres.; Frank Mason, v. p., and A. F. Kimbro, sec'y-treas.

Arthur, N. D.—We have installed a 3-unit cleaner, electrically driven, installed motor power for elvtr. and are installing an attrition feed mill, also electrically driven.—L. N. Notvedt, agt., The St. Anthony & Dakota Elvtr. Co.

OHIO

Kingston, O.—The Kingston Grain Co. is out of business.

Mineral Ridge, O.—H. Houk and Jos. Reynolds of Niles will build a flour and feed mill here.

Camp Chase, O.—Thomas Johnson has installed a J-B mill direct connected to a 50-h.p. motor in his mill.

Collinsville, O.—We have installed a new line shaft and truck scales in our elvtr. here.—The Elkenberry Bros. Co.

Toledo, O.—The Northwestern Elvtr. & Mill Co. has moved its offices from the 2nd Nat'l Bank Bldg. to its plant.

Attica, O.—The office of Heabler & Heabler was again broken into but no money was found altho everything was ransacked.

Graytown, O.—We contemplate making changes in our power at this station and will probably install a new mill.—Ottawa County Co-op. Co.

Big Springs, O.—The elvtr. owned by P. W. Breidenbach & Son of Kenton burned on Sept. 22 together with 5,000 or 6,000 bus. of grain. Loss about \$15,000.

Cincinnati, O.—The Perin-Brouse-Skidmore Grain & Mfg. Co. closed its business here and sold the machinery. Mr. Perin is starting a hay receiving business.

Cincinnati, O.—Scott & Co. of Kansas City, Mo., will open an office here with H. C. Schoftall as mgr., and has applied for membership in the Grain & Hay Exchange.

Mansfield, O.—The Cleveland Grain & Milling Co. has let the contract to the James Stewart & Co. for a large modern grain purifier, including a concrete tower, storage bins and two legs as well as the sulphur furnace.

McComb, O.—We have motorized our plant here and at Hancock Station. We have installed a new rotary corn cleaner, sheller has been replaced and grinder has been changed to be run with motor.—McComb Farmers Co-op. Co.

Trotwood, O.—The Cottomer Elvtr. has been purchased by J. F. Stewart, owner of the grain elvtrs. at Brookville, Englewood and Union. Mr. Stewart will consolidate his elvtr. business at Union with his business at Englewood, and Harry Schmidt, now at Union, will manage the Englewood Elvtr., and Glenn Furnas, now mgr. at Englewood, will be transferred to Trotwood.

Deshler, O.—Report is being circulated that one side of our house gave way and spilled a house full of grain. This report started from a little accident to our loading-out spout which buckled and became uncoupled, extending down thru a large bin about 70 ft. and allowing a little wheat to run outside through this spout before we could stop it. It was repaired the next day. No damage was done to the elvtr.—The Deshler Farmers Elvtr. Co.

OKLAHOMA

Nowata, Okla.—I am building an addition to my plant.—Frank Spencer.

Billings, Okla.—The Farmers & Merchants Elvtr. Co. has dissolved as a corporation.

Bernice, Okla.—Wm. Herman has succeeded J. L. Johnson in business at this station.—X.

Hominy, Okla.—The Hominy Grain & Elvtr. Co.'s elvtr. is being remodeled and a new corn meal mill is being installed.

Ponca City, Okla.—Wm. R. Robb, grain and feed dealer, died suddenly of heart failure in Oklahoma City. His widow and a son survive.

Sturgis (not p. o.), Okla.—A 14,000-bu. elvtr. is being erected here by the Pettit Grain Co. of Hutchinson, Kan.

Ingersoll, Okla.—The Farmers Union Co-op. Ass'n has changed its name to the Pfeifer Grain Co.—W. F. Gibron Grain Co.

Blackwell, Okla.—The new iron-clad 30,000-bu. elvtr. of the Deercreek Elvtr. Co. will be completed within a few days. Star Engineering Co. is doing the work.

Keyes, Okla.—A 16,000-bu. iron-clad elvtr. is being erected here by the Security Elvtr. Co. of Hutchinson. An elvtr. of the same capacity is being erected at Boise City.

Laverne, Okla.—John Duvall has sold the Duvall-Sappington Elvtr. to J. R. Rich who will operate it under the name of the Rich Grain Co. Ralph Fuller has been placed in charge.

Enid, Okla.—At the fall meeting of the Oklahoma Grain Dealers Ass'n, held here on Sept. 25, the subject of buying grain without regard to its true value was discussed, as were also problems of the trade growing out of a crop of over 100 million bus. in Oklahoma and Texas, including consignment and exporting facilities and freight rates.

Baker (Stroud p. o.), Okla.—The Farmers Grain & Elvtr. Co. is having the Star Engineering Co. erect an elvtr. of 18,000 bus. capacity. Equipment will include engine power, truck dump, truck scales, 8-bu. automatic scales, 2,000-bu. an hour elvtr. leg and an exhaust fan on the head. An office 12x30 ft. will be built detached from the elvtr. The entire plant will be metal clad and corners grounded for lightning protection.

OREGON

Portland, Ore.—R. W. Hastings, for 37 years cashier of Balfour, Guthrie & Co., retired on Sept. 26. A dinner was given in his honor by 60 members of the company's staff.

Portland, Ore.—Thos. W. Smith, who was for several years engaged in the grain trade here and was well known to grain men throughout the Northwest, died at Livermore, Cal., on Sept. 20. Mr. Smith came to Portland about 20 years ago as mgr. of Girvin & Eyre. In 1904 he entered as a partner in the firm of Paterson, Smith & Pratt. In 1912 the Stephens-Smith Grain Co. was formed with which he remained until his retirement in 1917.

SOUTH DAKOTA

Watertown, S. D.—The Farmers Elvtr. Ass'n of South Dakota will hold its 20th annual convention here on Dec. 1, 2 and 3.

Parker, S. D.—C. P. Van DeWater, formerly mgr. of the Farmers Elvtr. Co., has leased the F. D. Hinrichs Elvtr. and will operate it for the coming year.

Irene, S. D.—The St. Anthony & Dakota Elvtr. Co. will remodel and repair the elvtr. which it has purchased from the Bradley Elvtr. Co. Among other improvements the house will be reroofed and repainted. Viggo Peterson is mgr. of the elvtr.

Philip, S. D.—The elvtr. and coal sheds of the Farmers Co-op. Co. were burned with a loss of over \$17,500. The company has rented the Wm. Keene office building and scales and will continue business. It is expected the company will rebuild soon.

SOUTHEAST

Blakely, Ga.—The grist mill of W. E. Watson was burned on Sept. 14.

Francisco, N. C.—R. W. George is building a new mill to replace the one burned some time ago.

Norfolk, Va.—Negotiations are under way which may result in the lease of the municipal grain elvtr. to Harvey C. Miller, one of the largest terminal operators in the East. Mr. Miller is pres. of the Norfolk Tidewater Terminals, which operates the municipal piers and the army supply base terminals here. He is also head of the Atlantic Tidewater Terminals, operating in New York, Philadelphia and Boston.

TENNESSEE

Memphis, Tenn.—The Sheets Elvtr. Co. of Cleveland has purchased a site here for the erection of a feed mill or elvtr.

Sparta, Tenn.—The Sparta Mill Co. has installed new machinery.

Nashville, Tenn.—The Tennessee Grain Co. has added a 750-bbl. flour blending plant.

TEXAS

Dallas, Tex.—The J. C. Crouch Grain Co. has succeeded the Burrus Grain Co.—Paul H. Bimmermon, J. C. Crouch Grain Co.

Corpus Christi, Tex.—Sheppard Grain Co. has let contract for a two-story reinforced concrete office and warehouse.—P. J. P.

Pampa, Tex.—Roy McMillen and R. E. Storks have bought the U. S. Strader Grain Co.'s elvtr. and will operate under the firm name of McMillen & Storks Grain Co. The new company, in addition to its grain business, will handle feed, hay and coal.—H. L. Poe.

Sudan, Tex.—A 4-bu. Richardson Automatic Scale is being installed in the house of the Sudan Grain & Elvtr. Co. by the Star Engineering Co.

Port Arthur, Tex.—The Home Grain Co. incorporated; capital stock, \$7,000; incorporators, Katherine Harna, J. T. Usey and W. T. Yarbrough.

Littlefield, Tex.—We are increasing the capacity of our plant to 20,000 bus. The Star Engineering Co. has the contract.—P. W. Walker, P. W. Walker Grain & Seed Co.

Waco, Tex.—D. W. Ray was burned to death in the fire which destroyed the office of the B. G. McKie Grain Co. on Sept. 14. Loss to the plant is estimated at \$18,000. Mr. Ray is survived by his widow, two sons and a daughter.

Houston, Tex.—W. J. Peterson, former supervisor of government grain inspectors at Galveston, has been appointed chief grain inspector for this port. Mr. Peterson succeeds John H. Upschulte, who has resigned on account of ill health.

Houston, Tex.—The new municipal grain elvtr. at the end of August had netted the Navigation District \$4,684.87 above the total of operating expenses since operating expenses began to be incurred in April. The auditor's report showed a total revenue from the elvtr. of \$19,891.59 up to the end of August.

Fort Worth, Tex.—The Fort Worth Grain & Cotton Exchange has arranged with radio station WBAP, 475.9 meters, to broadcast the opening quotations on cotton and the Liverpool grain cables, the opening and present quotations of the Chicago and Kansas City grain markets. At 11 and 12 a. m. the grain and cotton quotations. At 1:15 the grain close and the latest on cotton. At 2:20 the close on cotton and the Fort Worth cash grain market. The Fort Worth Grain & Cotton Exchange in taking this forward step for the benefit of the trade believes that this public service will prove of great value to interior growers, buyers and shippers, and will prove a vast aid to them in intelligently dealing with the world markets in these commodities.

UTAH

Ogden, Utah.—The West Ogden Mlg. & Feed Co.'s elvtr. and mill were damaged by fire caused by lightning, to the extent of \$15,000, covered by insurance.

Ogden, Utah.—Lloyd C. Stone has been chosen by the Grain Exchange as chief inspector, succeeding Walter J. Morgan who recently resigned to enter the service of the U. S. Dept. of Agri.

WASHINGTON

Port Angeles, Wash.—The Clallam Grain Co. is erecting a new \$10,000 warehouse here.

Silvana, Wash.—We are the only mill or grain shipper here. We do considerable retail business in this section and enlarged our mill so we could buy in bulk to better advantage. There is not enough grain grown in our immediate section for much outside shipping.—Silvana Trading Union.

WISCONSIN

Kenosha, Wis.—The Dunnebacke Co., dealers in grain, feed and bldg. materials has increased its capital stock to \$100,000.

Rush Lake, Wis.—We recently purchased the Lumber yard and elvtr. of the Farmers Supply & Produce Co.—Middleton Lbr. & Fuel Co., Ripon, Wis.

Milwaukee, Wis.—The memberships of John J. Murphy and R. E. Jones in the Chamber of Commerce have been transferred.

West Bend, Wis.—The Farmers Elvtr. Co. has made several changes in its plant and erected a new office and warehouse.

Stratford, Wis.—The Farmers Co-op. Produce Co. has been organized here, and has bought the flour and feed warehouse of H. Langer.

Glenwood City, Wis.—The new mill and feed warehouse being built by M. J. Garske has an addition to the Glenwood City Mill & Elvtr. Co. is nearing completion.

Milwaukee, Wis.—Ed C. Christl, who joined our company on Oct. 1, will have charge of the departments purchasing and selling wheat, rye and barley. Our new elvtr. is now being turned over preparatory to taking in grain.—A. R. Taylor, Armour Grain Co.

Portage, Wis.—Robert E. York, aged 57, one of the best known millers in this state, died at Minneapolis on Sept. 27. He was associated with the I. W. York Co. here and was formerly pres. of the Wisconsin State Millers Ass'n and of the one-time Wisconsin Grain Shippers Ass'n. Mr. York is survived by his widow, one son and one daughter.

The Wisconsin law requiring the licensing of wholesale produce dealers in the state, which was passed at the last session of the legislature, has been made unconstitutional by the state supreme court. It would have made necessary the licensing of \$5,000 wholesale dealers in food products. The supreme court held that the law was invalid because it lacked definite classification of those who were to be licensed.

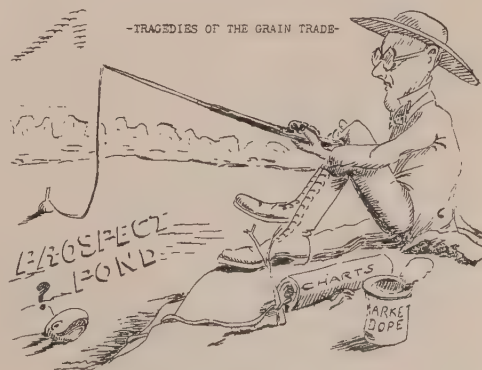
WYOMING

Upton, Wyo.—The elvtr. recently reported taken over by Gus Neuswanger of Alliance, Neb., will be operated under the firm name of Neuswanger & Benne.

Books Received

Germination of Frozen and nonfrozen Wheat Harvested at Various Stages of Maturity. by W. O. Whitcomb and P. F. Sharp, in which marquis wheat harvested at various stages of maturity near the Montana Experiment Station was in part subjected for 48 hours to temperatures ranging from -20 to -28 degrees centigrade, showed that the nonfrozen wheat at all the development stages studied gave almost complete germination, while the frozen wheat clearly showed the pronounced effect of aging on the germination, being low at first, increasing to a maximum and then decreasing, so that at the end of the year the germination was again relatively low. The germination of the wheat which was ripier at the time of frost was less affected by freezing than was that of the more immature wheat. If frosted wheat is to be used for seed the authors think that it should be tested for germination immediately before seeding.

Professional Market Forecaster.



For fifteen dollars a year, or more, He'll tip you off on the market. You take his advice and put up the dough. Then sit back and rake in the profit? MAYBE. —Committed by W. A. Talbot of Beyer Grain Co.

Clark's Decimal Wheat Values

(Fourth Edition)

Is a book of 38 tables, which reduce any weight from 10 to 100,000 pounds to bushels of 60 lbs. and show the value at any price from 50 cts. to \$2.39.

Each table is printed in two colors, pounds and rules in red, bushels and values in black. All figures are arranged in groups of five and divided by red rules to expedite calculations.

These tables have the widest range of quantity and price, are so compact and so convenient no Wheat Handler can afford to attempt to do business without them. By their use you prevent errors, save time and avoid many hours of needless figuring.

These tables can be used with equal facility in determining the number of bushels and the value of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas and Potatoes.

Printed on linen ledger paper, 40 pages, bound in vellum, size 9x11½ inches, shipping weight 1 pound.

Price \$2.00.

Order Form 33X.

Grain Dealers Journal

309 S. La Salle St. Chicago, Ill.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3½x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Building Larger Diesel Engines.

BY R. H. BACON.

The recent announcement by Fairbanks, Morse & Co. of a larger line of Diesel engines in ratings of 480, 600 and 720 hp. has aroused more than ordinary interest among the users of Diesel engines. This company has been strong advocates of simplicity in Diesel engine design through the use of the 2-cycle, airless injection principle. It has also been the policy of this organization to build engines in the range of ratings where the demand would warrant large production facilities. With the rapidly growing use of Diesels in both the marine and stationary field there has come a greater demand for larger engines and the new ratings are the result of that demand. Some twelve of the 720 hp. units have already gone into service which shows that the larger series of engines will play an important part in increasing the output of a plant which for the past few years has been building Diesel engines at the rate of 200,000 hp. annually.

The larger Diesels are the two cycle, single acting, port scavenging, airless injection type. With these fundamental principles a number of very interesting features have been incorporated such as two stage combustion, pressure lubricating system throughout, reversible and centralized control and a built in scavenging pump.

The larger Diesel is extremely compact and yet accessible; it is built to stand the hardest service with a minimum of operating attention and it shows excellent fuel economy. It starts and runs so smoothly that it is difficult to tell whether it is running or idle.

The new units also use the two stage combustion principle which has been found so effective in the smaller engines. In this system the fuel is sprayed into a combustion chamber located at the top of the cylinder. The timing of the injection is such that the flow of air from the cylinder up through the neck of the combustion chamber space meets the injected fuel, causing a considerable turbulence and an intimate mixture of the fuel and air. The velocity of the fuel from the injection nozzle at the top of the combustion chamber and the velocity of the air entering from the cylinder into the combustion chamber are practically the same so that the fuel is not blown back against the surface of the combustion chamber before combustion begins.

This intimate mingling of air and fuel takes place just at the instant of the maximum compression of 500 pounds and as the temperature at this compression is approximately 1,000 deg. Fahrenheit, the full charge ignites and slow combustion begins. Due to the fact that there is not sufficient oxygen in this combustion chamber for complete combustion the fuel charge burns to carbon monoxide.

As the piston recedes on the downward stroke with the attendant rush of gases through the neck into the cylinder space, a further turbulence is created and a thorough mixing of the excess air with the CO gas and remaining oil vapor is brought about and the final combustion of the charge to carbon dioxide gas is completed. So thoroughly has the system been worked out that flat top indicator cards of the regular Diesel type are produced and the engine operated with the spontaneous ignition of fuel and complete burning unaccompanied by pressure rise, according to the method first conceived by Dr. Diesel.

Complete control of the engine is centered in a compact and accessible unit located at the center of the engine and housing the injection pumps and air starting mechanism. A governor unit is mounted alongside the injection and air starting unit thus centralizing the complete control system.

The larger hand wheel is used in starting the engine. When this hand wheel is thrown to the start position, compressed air at about 250 pounds pressure is admitted to the cylinders in proper order so that the engine begins to

turn over. The hand wheel is then thrown to the run position and firing commences.

Speed control is taken care of by a smaller hand wheel located on the governor which changes the setting of the governor spring. An indicating pointer just above the rim of this hand wheel shows whether the change in speed is slower or faster. This speed control is used when paralleling two or more Diesel electric generating sets or it may be used for drives requiring speed variation. Since it is necessary to rotate this hand wheel through several revolutions to obtain any considerable variation in the speed of the engine another small controller is placed on the governor which permits rapid variations in speed. This is useful particularly in connection with marine applications of the engine and in certain applications in the stationary plant field.

The simplicity of this control scheme is due mainly to the simplicity of the airless injection of fuel. A simple fuel pump is required for each cylinder and since high pressure air is not used in connection with the injection of fuel, the mechanism required for starting up the engine is free from complications. The whole operation takes only a few seconds. Illustrated herewith is the Diesel engine operating the Monarch Elevator of F. H. Peavey & Co. at Minneapolis without smoke or noise. The elevator being located in a residential section this is of considerable advantage. The first year this installation reduced the power cost \$5,000.

Pressure Lubricating System: One of the outstanding features of the new design is in the way the pressure lubricating system and the arrangements for piston cooling have been worked out. This has been handled in a very simple way and yet all the main bearings, piston pins and gears are lubricated under pressure. Just how this system has been developed is shown very clearly in the longitudinal section of the engine.

In this system a rotary oil pump drains the oil from a main storage tank and forces it through a duplex strainer and then through a cooler into the header shown in the lower base of the engine. The oil enters the header under pressure and is distributed by branch lines to all main bearings as indicated. Circulation grooves in the main bearings register with

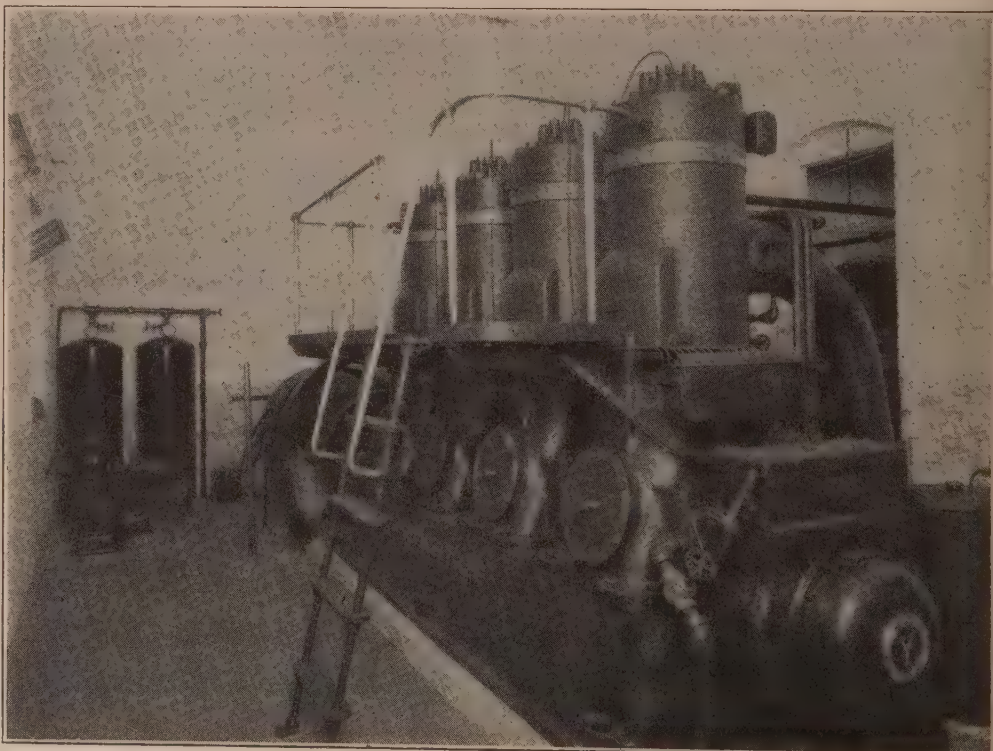
holes in the crank shaft permitting the major part of the oil to pass through the crank shaft to the crank pin bearings. In the same manner circulation grooves in the crank pin bearings register with the holes in the crank pin allowing the oil to flow continuously from pin to groove. These grooves in turn connect with holes in the upper half of the crank pin bearing and hollow connecting rod. A hole through the piston pin bearing permits the oil to enter the hollow piston pin.

Due to the proper clearances between crank shaft journals and bearings, crank pins and bearings, piston pins and bearings, sufficient oil is directed from the main flow amply and very effectively to lubricate these surfaces.

A tube from the piston pin connects with the oil cooling space in the piston head, allowing a continuous entrance of cooled oil. A telescopic pipe from the cooled space connects with an oil outlet pocket situated in the upper part of the upper base affording a continuous outlet or discharge for the cooling oil. From this outlet pocket the oil is passed through a thermometer well on the outside of the upper base affording the operator an opportunity to check the flow of oil through the system. After passing through the thermometer well the oil is discharged into the lower base where it mixes with the oil from the bearings and then flows into the main storage tank after which the cycle is repeated.

Each of the cylinders is lubricated at three points by a forced feed lubricator. The unique feature of the cylinder lubrication is the fact that four wiper rings are set in the cylinder. The lower part of each cylinder is bored out to a greater diameter than the piston. Then the four wiping rings are placed in this recessed portion and are held in place by a sleeve which is bolted to the bottom of the cylinder. The wiper rings are so constructed that the upper and lower edge of each ring makes a wiping contact with the piston. The oil which wiped off is drained through a small pocket in the ring itself. The rings are drilled at an angle at twelve points around the circumference and these holes drain into a space behind the sleeve which holds the rings in place. A small pipe header takes this oil to a sump and from the sump it passes through the purification system.

These oil wiping rings eliminate the possi-



A 240-h.p. Diesel Engine Operating the Monarch Elevator at Minneapolis.

bility of any loss of lubricating oil through the exhaust ports due to the oil working up past the piston. They also make it possible to purify the oil used for cylinder lubricant before it is again passed into the system.

This arrangement of wiper rings makes it possible to secure the same lubricating oil economy and freedom from contamination that is secured in a cross head construction but without the attendant complications of the cross head design.

From this brief description of the lubricating and piston cooling system it can be seen that no stuffing boxes are required and that the construction is exceedingly simple. The only telescopic pipe which is used is that for draining the oil from the piston head back to the crank case and there is no necessity for making this particular telescopic pipe a tight fit.

Terminal Grain Weighmasters Will Meet At Buffalo.

The 9th Annual Meeting of the Terminal Grain Weighmasters Nat'l Ass'n, will be held in Buffalo, N. Y., at the Hotel Statler, Oct. 18th, 1926.

A dinner for members and their friends will immediately follow the meeting; and those who desire to attend the dinner may make the necessary arrangements for themselves and their friends through Sec'y H. W. Ewert. The meeting will be at 9:30 a. m. in Parlor "G," and the time for the dinner has been set for 12:30 and will either be in the same room or another parlor convenient to the meeting room.

The meeting will be held before the dinner instead of after, as was the case last year. This change was made so that members could avail themselves of the entertainment provided for the Grain Dealers in the afternoon. Attendance at the dinner is optional, but members will be expected to attend the meeting whether or not they remain for the dinner. This will allow plenty of time to eat and be on time for the afternoon's entertainment. It has been suggested that the entire assembly go direct from the dinner to the boat in a body.

Each member of the association will be called upon to talk (not more than 2 minutes) to the following question:

Transpositions—Cause and Prevention.

(a) Car Numbers.

(b) Weights.

Lost Weights—Cause and Prevention.

(a) Due to mixing grain of one car with that of another.

(b) Due to mixing grain from car (being unloaded) with house grain.

Testing Track Scales—Test Car vs. Test Weights.

Seed Movement in September.

Receipts and shipments of seeds at the various markets during September, as compared with September 1925, in bushels, were as follows:

	FLAXSEED		Shipments	
	Receipts		1925	1926
Chicago, bus...	197,000	208,000	1,000	1,000
Duluth, bus...	609,517	2,408,989	477,822	941,501
Ft. Wil'm, bus...	37,888	194,901	518,353	334,924
Milwaukee, bus...	165,880	61,190	.....	.....
Minneapolis, bus...	1,538,600	3,330,670	460,960	1,007,320
Montreal, bus...	130,404	145,258	998	.....
New York, bus...	397,500	.....	.....	.....
Superior, bus...	320,978	892,965	170,697	407,782
KAFFIR				
Hutchinson, bus...	8,400	18,200	.....	.....
Kan. City, bus...	136,400	68,200	170,000	147,000
Los Angeles, bus...	6,000	4,000	.....	.....
St. Louis, bus...	34,800	51,600	18,000	42,000
Wichita, bus...	4,800	8,400	.....	1,200
MILO				
Los Angeles, bus...	6,000	14,000	.....	.....
Wichita, bus...	8,400	4,800	.....	.....
CLOVER				
Chicago, lbs...	1,107,000	393,000	714,000	77,000
Milwaukee, lbs...	560,837	339,825	217,378	84,677
New York, bags...	1,156	120	6,497	3,457
Toledo, bags...	1,156	873	1,465	242
TIMOTHY				
Chicago, lbs...	7,981,000	7,599,000	7,105,000	4,021,000
Milwaukee, lbs...	360,000	1,946,560	277,865	67,190
Toledo, bags...	5,727	1,585	1,034	1,621
SORGHUMS				
Cincinnati, bus...	1,400	4,200	.....	.....
Ft. Worth, bus...	49,000	96,600	184,800	40,600
ALSKE				
Toledo, bags...	204	184	373	72

Seeds

Oklahoma City, Okla.—Have sold out. Enterprise Seed Co.

Kirkland, Wash.—The Todd Seed Co. has erected a warehouse.

Hydro, Okla.—A new seed warehouse is being erected for Geo. A. Steyer.

Greene, N. Y.—The Page Seed Co. is installing new machinery to handle seed corn.

Sturgeon Bay, Wis.—David T. Nebel has succeeded F. W. Graaso in the latter's seed business.

Rockford, Ill.—John T. Buckbee, seedman, has been nominated for Congress on the Republican ticket.

Canton, O.—Large buildings for storage and packing are being erected on the farm of the Holmes-Leatherman Seed Co.

Stuhr-Seidl Co., Minneapolis, Minn., filed trademark Ser. No. 233,714, the name "REGINA," particularly descriptive of oats for seed.

St. Louis, Mo.—Chas. P. Allen, formerly with the Plant Seed Co., is now in the wholesale field seed department of the Corneli Seed Co.

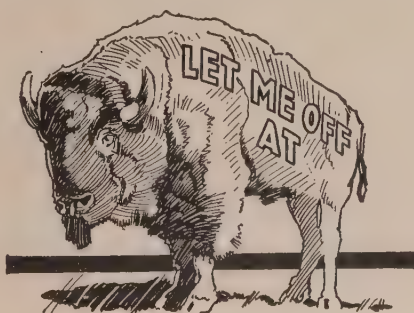
Salina, Kan.—About \$10,000 was pledged to the Kansas Seed Wheat Ass'n at a banquet sponsored by the Salina Board of Trade recently.

Nevada, Ia.—E. F. Clark, local farmer, has purchased the Nevada Seed House from G. Ray Connolly. Mr. Clark announces that the plant will be stocked at once with purebred seed corn and that the curing of same will be under way within a short time.

Ottawa, Ont.—The Dominion Bureau of Statistics, in co-operation with the Seed Branch of the Dominion Dept. of Agriculture estimates the average total alsike yields in Ontario the past four years, in bushels, at 100,000 (1926), 195,000 (1925), 160,000 (1924), and 250,000 (1923).

Approximately 65% of the redtop seed crop had left growers' hands by Sept. 21, compared with 85% last year, 60% two years ago, and 65% three years ago on corresponding dates. The U. S. Dept. of Agr. found that growers recently were fairly free sellers at prevailing prices, which averaged about the same as last year on the same date. The quality of the crop is better than that of last year.

Kansas City, Mo.—The Rudy-Patrick Seed Co. has been granted a reversal of the decision of the lower court which was in favor of T. F. Lokey, plaintiff, who bot Sudan grass seed at Lubbock, Tex., for the account of the company, on commission, and also sold a car of seed on contract. The transactions were carried on in the fall of 1916, and as Sudan seed doubled in price the company alleged it had to go into the open market to buy the shortage due to Lokey's failure to deliver the full amount.



Oct. 18, 19, 20, 1926.

Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of unreasonable delay by the railroad company.

CAR ORDER BLANKS are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated—so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use Form 222 C. O., Price 75 cts.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Supply Trade

Chicago, Ill.—The M. A. Long Co., engineers and constructors has opened an office in the Postal Telegraph Bldg., with A. F. Eiserer as manager.

Baltimore, Md.—Gilbert H. Unruh, has been appointed representative in this section for Link-Belt Co. His address will be 618 Register ave., Stoneleigh, Md.

Kansas City, Mo.—The Jones-Hettelsater Construction Co., has been awarded the contract to erect a 200-bbl. flour mill for Ramon Gonzales at Nueva Laredo, Mexico.

Cement City, Mich.—The Consolidated Cement Corp., has let the contract to the Folwell-Ahlskog Co., for 12 reinforced concrete tanks 75 feet high and 20 feet in diameter.

Utica, N. Y.—A new branch office has just been opened at 107 Foster Bldg. by the Link-Belt Co. This office will be in charge of F. P. Hermann, Jr., who has been connected with the New York City office for several years.

Winnipeg, Man.—The Hess Drier Co. of Canada, Ltd., has been organized to manufacture grain driers under the Hess patents, Bryce M. Hess, pres., G. H. Hess, Vice-pres. and Theo. Kipp, sec'y and managing director. The address of the company will be 68 Higgins St.

I wouldn't attempt to define advertising. Some men will say it's "printed salesmanship"—others say it's "art of making known"—some say it's "the art of creating good will." It's all of these things in part—but it goes way beyond these limits. It's like trying to define the caprices of the human race; the desires; the mental processes. Advertising is an appeal to all of these factors and a reflection of them.

New York, N. Y.—Regarding the information published of our having received contract for the construction of grain elevators for the Polish Government, wish to advise that we do not have a contract for this work,

and it is doubtful whether the negotiations will be satisfactorily concluded. The reports that we had this contract lack foundation, as we have never actually negotiated the same.—Ulen & Co. by G. E. Hines.

New York, N. Y.—The quality of the zinc coatings for iron and steel products is to be standardized by a committee just organized by the American Engineering Standards Com'te. An important contribution to the development of suitable specifications is an extended research on uncoated sheets and on zinc-coated sheets, wire, hardware and other objects, exposed to various atmospheric conditions, including salt air, smoky air of towns, clear country air, moist humid air of southern countries, etc. This work is being carried out under the auspices of Committee A. 5 on Corrosion of Iron and Steel of the American Society for Testing Materials and the results will be available for the use of the Sectional Com'te. The chairman of the com'te on specifications is J. A. Capp of the General Electric Co.

Daily Balance Sheet for Grain Business.

BY GUS.

Ain't nothin' kin beat doin' bizness on a sound foundation o' knowledge. An' ain't no way o' gittin' that knowledge without keepin' a good cost system. Then if'n a feller gits insolvent he knows it soon enuf to quit hiz bad practises an' git solvent again, 'er jump outin th' county a couple o' legs ahed o' th' sheriff.

I met R. A. Norris, o' Norris & Son, Burdett, Kan., t'other day, who runs a grain elevator, a coal an' lumber yard an' a hardware store there, whar his daddy runs th' bank. He is a regular nut on bookkeepin' an' hez a automatic mechanical system for hiz bizness like a bank. He makes th' thing balance every nite. Told me how one time hed tu work 25 hrs. to find a little 45-cent mistake.

In hiz system he keeps a perpetual cash account expense acct. an' cost acct. an' makes these balance with an investment acct. an' accts. payable. Then besides that he hez a stock acct. that constitutes a perpetual inventory an' tells him how much he is long or short th' market.

Ain't no need fer him tu get insolvent 'thout knowing it an' he ain't much likely tu

git that way with his system o' keepin' records so it only takes a minute tu find out how much it costs tu handle a bushel o' grain an' whether 'er not he is makin' any money.

Synchronous Condenser Corrects Power Factor at Santa Fe Elevator, Kansas City.

By A. S. Rufsvold, General Engineering Department Westinghouse Electric and Manufacturing Co.

In this day when so many of the electric power companies use a power factor clause in billing their industrial customers, terminal elevators are faced with the problem of power factor as affecting their power bill. The use of induction motors in elevators results in a lagging power factor which means that a certain proportion of the current is "wattless," or, in other words, is not useful in producing work. Low power factor results in additional copper losses in the feeder circuits and transformers with possible overloading of the electrical equipment, including the generators at the power house. Low power factor may also cause poor voltage conditions on the transmission line. Recognizing the desirability of a high operating power factor, many power companies offer their customers a bonus when the power factor is above a certain specified value, or a penalty when the power factor is below this value.

In order to correct for the low power factor of induction motors, it is necessary to install some device which will draw a "leading" current from the line, thereby neutralizing the effect of the "lagging" current caused by the induction motors. Synchronous motors, synchronous condensers, and static condensers are the most common devices for power factor correction. In the case of the Santa Fe Elevator at Kansas City, it was necessary to choose between the synchronous condenser and the static condenser, because synchronous motors were not applicable. The synchronous condenser was chosen in preference to the static condenser as being the most economical proposition.

A 1000 kv-a. Westinghouse synchronous condenser was installed at the Santa Fe elevator for correcting the power factor. The machine, as illustrated in the accompanying photographs, is similar to a synchronous motor, except that it does not carry any mechanical load. The rotor is equipped with a "damper" winding to permit the machine to be started as an induction motor. The field winding, which is also on the rotor, is excited by means of the small direct-current generator direct connected to the shaft. The machine is rated at 1315 amperes, 440 volts, 3 phase, 60 cycle, 900 r.p.m.

The switching equipment consists of a double throw oil circuit breaker controlled from a panel upon which is mounted an alternating current voltmeter, alternating current line ammeter, direct current field ammeter, ammeter switch and field rheostat. An auto transformer is provided for starting the machine on reduced voltage. A field switch is not used because the exciter is connected directly to the motor field winding.

Power is supplied to the elevator by the Kansas City Power and Light Co. over a 13,200 volt feeder line. A bank of transformers at the elevator reduces the voltage to 440, which is the operating voltage of the motors. The Power Company allows a reduction in the rate if the power factor is kept above eighty per cent. By means of the synchronous condenser, which is installed at the Santa Fe elevator, the power factor is always kept near one hundred per cent so that full advantage of the reduction in the power bill is obtained.

Your loading spout might well have a coat of protection against the elements that might otherwise rust it out this winter.

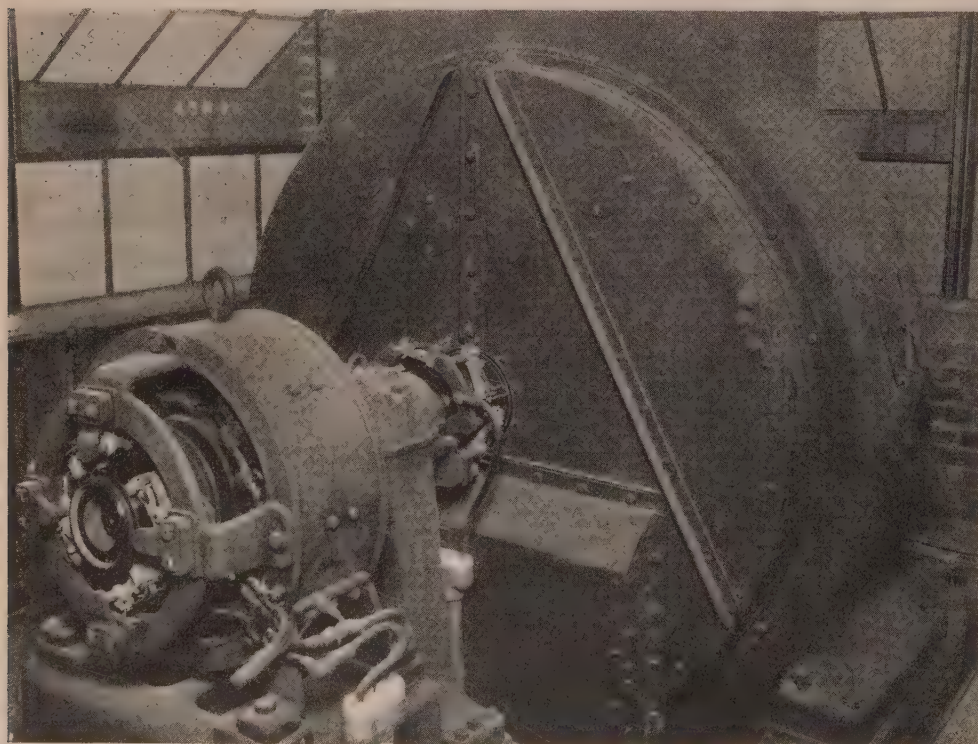


Fig. 1. 1,000-k.v.a. Synchronous Condenser with Exciter, Santa Fe Elevator, Kansas City.

Car Doors and Theft.

BY C. L. HOLLAND IN "RAILWAY REVIEW"

At a recent territorial meeting of the protective sections of the American Railway Ass'n, the car door problem was discussed as regards thefts and pilferages of contents of merchandise cars in transit. One chief special agent of a well known railroad stated that ten per cent of claims paid for robbery from cars, were for robbery where cars had been opened with seals undisturbed. Ten per cent is small, and in all probability, if a close check were made it would be found greater than that.

Many thefts from cars have occurred, and are still continuing to occur, where the seal was found intact. These depredations are committed, without disturbing the seals, in more ways than one. An old method is to remove the bolts from the shoes at the bottom of the door; pull the door out at the unsecured corner far enough to permit part of the lading being removed, replace the shoes, bolts and nuts. Without a close examination there will be no outward evidence that the shoes have been removed and replaced.

It is not possible to enter all cars in this manner for the reason that some shoes are fastened to steel stripping, and rivets instead of bolts are used to attach the shoes or runners.

The use of a pinch or crow bar in manipulating the door is another well known way the thief works. The bar is inserted under the bottom of the door, and prying the door upward will sometimes bring it clear of the shoes or runners, especially if they are loose, or if the door is worn at the bottom; or when there is plenty of play at the top or bottom of the door, or both top and bottom.

It is not a rare thing to observe a door on a car containing valuable freight that has been worn to such an extent at the bottom edge, that the door does not reach the shoes, and may swing open and shut when the car is in motion. Many times when a car in this condition is placed for loading, and this condition is discovered by the inspector or repairman, he simply nails a strip of wood across the bottom edge to lengthen the door and lets it go at that.

This, of course, will keep the door in the shoes or runners under ordinary circumstances.

The inspection of cars unloaded where a shortage has developed under good seals, should always be made. A careful examination should be made of the doors and fastenings securing, to determine whether they bear evidence of having been removed and replaced.

Woolly-Witted Tax Laws.

Roger Babson has come out in a series of magazine articles in which he attacks the clumsiness of our tax laws. Woolly-witted, he calls them, because, he says, our taxes are not taken from our gross income, whether we be manufacturing bosses or employees; they are taken from our surplus income and thus reduce our purchasing power by an enormous per cent instead of a trifling percentage.

He cites, in illustration, that if a man can save \$200 in a year for reinvestment, or capital or any other form of capital saving that means an increase of the capital and business power and purchasing ability of a country and is paying \$200 a year in taxes, he is paying 50% taxation. This affects that portion of his purchasing power that is of the utmost importance to a nation's business. In other words, our taxes are not properly a percentage of our gross income but of our savings, of the country's annual savings. Taxation is a vitally important matter to a business man and employee. Roger Babson calls our unscientific taxation "an economic cancer."

"Everything," Babson writes, "possible should, therefore, be done to impress upon the people the real facts about taxation—that it menaces both rich and poor, the well-to-do and those of the middle class. Some economic evils hurt only a part of the people a part of the time. But the short-sighted and woolly-witted taxation is a scourge that preys upon all of the people all of the time."

When the cold blasts of winter freeze the ruts in your driveway, approach is hardly inviting. Do a good job on it now and it will last through the winter and be a welcome approach over which more profit will enter.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

- " B—Loss in Market Value Due to Delay in Transit.
- " C—Loss in Quality Due to Delay in Transit.
- " D—Loss in Market Value Due to Delay in Furnishing Cars.
- " E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

- 411-A contains 100 sets all Form A. Price, \$2.00.
- 411-E contains 100 sets all Form E. Price, \$2.00.
- 411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

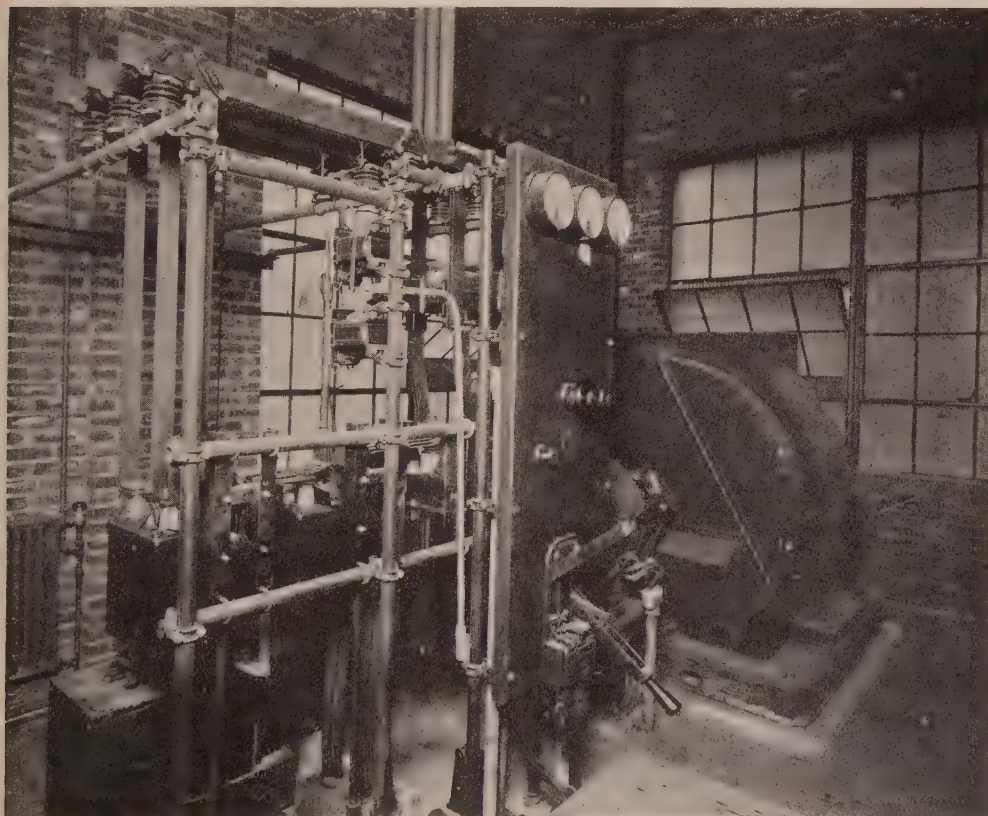


Fig. 2. Starting Panel and Oil Switches for 1,000-k.v.a. Synchronous Condenser, Santa Fe Elevator, Kansas City.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in Sup. 6 to 1604-I increases the rate on wheat and corn between East St. Louis and Mitchell and Nameoki, Ill., effective Nov. 15.

Illinois Central supplement 43 to 601-J, I. C. C. No. A-10025, effective Nov. 1, cancels supplement 42 and reduces the corn rate from/to Lehigh, Ia., from/to group 20, as specified.

C. & E. I. supplement 1 to 620, I. C. C. 193, effective Oct. 25, contains all changes from the original tariff that are effective on the date hereof. No advances or reductions are noted.

Santa Fe supplement 35 to 6306-K, I. C. C. 9910, effective Oct. 25, cancels supplements 21, 29, 32, 33 and 34, and indicates reductions and advances on local, joint and proportional rates on classes and commodities as specified.

Santa Fe supplement 20 to 7481-J, I. C. C. 9952, effective Sept. 30, cancels the corn meal and flour rate from St. Joseph to Wolf, Mo., incl., to Corinth, Miss., Jackson, Humboldt, River and Union City, Tenn., as indicated.

Santa Fe supplement 2 to 5841-O, I. C. C. 10297, effective Oct. 28, cancels supplement 1 (under I. & S. 2694) and tariff 5841-N, etc. Reductions are conceded in the cancellation of distance rates shown in tariff and the substitution of those given in this supplement.

Chicago & Alton supplement 3 to tariff 1614-G, I. C. C. No. A-1628, effective Oct. 20, advances the wheat and corn rate from Evansville, Ind. (when originating in the state of Illinois) to Springfield, Ill. (when from beyond where there are no thru-rates in effect this is a reduction), also Peoria and Pekin, Ill. The rate from Louisville, Ky., to these three points is reduced.

Santa Fe supplement 22 to California Railroad Commission No. 506 (applying on California intrastate traffic only), and supplement 24 to 11988-D, effective Oct. 26 (in connection with Modesto & Empire Traction Co.), reduces the rates on wheat, barley, buckwheat, kafir, oats, rye, etc., and articles taking same rates between San Juan and Capistrano, Cal., to Las Flores, Cal.

Chicago & Alton supplement 6 to 1604-I, I. C. C. No. A-1797, effective Nov. 15, advances the wheat and corn rates between E. St. Louis and St. Louis and Mitchell and Nameoki, Ill., and between St. Louis and Godfrey, Alton Summit, Alton, Upper Alton, Federal, Wann, Roxana, Wood River and South Wood River, Ill.; reduces the wheat and corn intrastate rate between Pekin and San Jose, Harness, and Natrona, Ill., effective Oct. 20; a reduction on wheat, corn, oats, rye, barley, and articles taking same rates to E. St. Louis-St. Louis from Anderson, Bath, Chandlerville, Kisch, Lakewood, Litterberry, Little Indian, Matanzas, Palmerton, Saidora, Savage and Virginia, Ill. A reduction is also granted by the inclusion of the Jacksonville & Havana R. R. in the list of participating carriers. A reduction is also granted in the clean-out rule.

Illinois Central supplement 1 to 1537-H, I. C. C. No. A-10179, effective Oct. 20, reduces the feed rates; reduces the grain rates from mentioned stations in the Chicago Terminal Division to New Albany, Ind., and advances them to Louisville, Ky.; advances the grain rate from specified stations in the Champaign (Ill.) district to Louisville and Owensboro, Ky., and New Albany, Ind.; reduces the grain and grain products rates from or to Chicago, Ill., from or to indicated stations in the Mattoon district (Indiana Division); advances the grain products (List 6) rates from Chicago, Pekin, Peoria and South Pekin, Ill. (when originating in Ia., Kan., Minn., Mo., Neb., N. D., Okla., S. D. and Wis.) to certain stations in the Mattoon District (Indiana Division); advances the grain rate from indicated stations in the last mentioned district to Louisville, Ky., as specified, and from specified stations in the Indianapolis district on grain to New Albany, Ind.; also reduces rates from E. St. Louis-St. Louis to indicated E. J. & E. stations in Ill.; advances rates on grain and grain products (as specified) to Evansville, New Albany and Jefferson, Ind., Cincinnati, O., and Louisville, Ky., from Pekin, Peoria and South Peoria, Ill. (when originating beyond), etc., and makes restricted reductions on account of routing, etc.

New Minimum Weights for Mixed Cars.

C. F. A. Docket Bulletin No. 1088, under Docket Advice No. 14159 (1), proposes to provide for the following rule in tariffs naming rates on grain, grain products and by-products of grain, C. L., between points in C. F. A. territory as described in C. F. A. T. B. Tariff 130-Q and from points in C. F. A. territory to destinations East of the Western Termini of Eastern Trunk Lines, including Canada:

Proposed rule: Mixed carloads of grain, grain products and by-products of grain (listed in Note):

When grain products and by-products of grain, listed in Note, are shipped in mixed carloads with grain, the minimum weights as provided for on grain products and said by-products of grain will apply to the entire carload, providing the weight of the articles in the grain list does not exceed 50 per cent of the total weight loaded in the car.

If weight of articles in the grain list exceeds 50 per cent of the total weight loaded in the car the minimum weights provided for articles in the grain list will apply to the entire carload.

Note: Cake, corn oil (ground); Cake, corn oil (unground); Dextrine; Feed, animal, poultry or pigeon; Feed, glucose; Feed, gluten; Mash, Spent Grain, dried; Meal, cob; Meal, corn oil; Meal, gluten.

Present provisions: Present rule provides for a mixture of grain with grain products and by-products of grain (listed in Note) at the grain products and said by-products of grain minimum weight when the weight of the grain is not in excess of 33½ per cent of the total weight of shipment.

New Orleans Is Favored in Rate Re-Hearing Proposals.

Revision of railroad rates on grain in export or coastwise traffic via Gulf ports, considerably more favorable to New Orleans than a like revision ordered last year, was recommended to the Interstate Commerce Commission by one of its examiners who has reheard the case.

The Commission's original decision was the effect that Galveston and other Texas ports should have equal rates with New Orleans where distances were the same.

However the examiner held the Texas ports should be given some advantage, but that New Orleans should retain much of the rate advantage it now has.

When the case was first brought to the Commission by the complainant of Galveston and other Texas port interests its decision required southwestern railroads serving Texas, Kansas, Oklahoma and Louisiana to equalize rates to the gulf ports wherever distances were equal or approximately equal.

New Orleans trade interests immediately obtained a reconsideration and Examiner Koch was assigned to take additional evidence in the controversy. It was his report which recommended that as to the grain movement to the gulf, the Texas ports were not equipped to handle a very large increase in grain traffic that might be expected to flow to them, should they receive full advantage of equalized rates.

He further recommended that the Commission should draw a line from Fort Worth, Texas, through Cushing, Okla., to Salina, Kan., east of which present rates to the Gulf should remain unchanged.

West of this line he advised the Commission to fix grain rates to Galveston at two cents per hundred pounds less than the New Orleans rate, and from Oklahoma points west of the line three cents less per hundredweight, and from Texas points four cents. This would result in considerably increasing the grain movement from the west through Texas ports, the examiner stated.

The findings will go to the Commission for further consideration before a final decision is announced.

Rate Reductions During Suspension.

The Commission has been requested to rule whether or not during the period of suspension carriers under authority of Rule 56 of Tariff Circular 18-A may make reductions in rates held in force by reason of suspension order which contains the following provision:

"It is further ordered, That the rates and charges and the regulations and practices thereby sought to be altered shall not be changed by any subsequent tariff or schedule, until this investigation and suspension proceeding has been disposed of or until the period of suspension and any extension thereof has expired, unless authorized by special permission of the Commission."

The above query has been given consideration by the Commission and it directs me to announce that Rule 56 of Tariff Circular 18-A is to be construed as a standing special permission within the meaning of the suspension order and that thereunder, carriers may make reductions in rates which exceed the aggregate of intermediates in the manner prescribed in the rule.—George B. McGinty, Sec'y.

I. C. C. Activities.

New schedules on grain moving from the Spearman branch of the Santa Fe to points in Missouri and Kansas, off the lines of this road, were disallowed by the I. C. C. Oct. 4.

Hastings, Neb.—By an I. C. C. ruling, class rates from here to 44 towns on the Rock Island from Manhattan to Kanorado, Kas., have been reduced, which also effects the Burlington and Missouri Pacific roads.

The proposed cancellation of rates on grain and grain products from Omaha, when from points beyond, to Arkansas, has been found not justified, in I. & S. 2675. The suspended schedules would have left the higher combinations in effect.

Examiner Carter held a hearing at Chicago recently on the application of the Chas. A. Krause Milling Co. of Milwaukee for reshipment rates on grain and grain products via Milwaukee to points east as available on two routes out of Chicago be made general.

No. 17203, Pearlstone Mill & Elevator Co. v. A. T. & S. F., has been dismissed by the Commission, finding the out of line haul rate on grain milled at Dallas, Tex., not unreasonable. The charge was 2 cents per 100 pounds as a penalty for 113-mile haul when the revenue at 1 cent per ton per mile was not greater.

Fredonia Linseed Oil Works Co. v. Santa Fe, rates on flaxseed in carloads from South Dakota points to Fredonia, Kan., found unreasonable prior to Mar. 6, 1926, in proposed report of Examiner Mullen. South Dakota Board of Railroad Commissioners and the Minneapolis Traffic Ass'n were intervenors in the case.

New joint rates on grain moving into Kansas City on the Union Pacific and out on the Frisco lines were disapproved Oct. 4 by the I. C. C. upon protest of the Kansas City Board of Trade. New schedules were suspended some weeks ago pending a hearing. Frisco officials claimed they were not receiving a compensatory division out of the joint transit arrangement. The existing joint rate schedule is not to be disturbed.

A complaint against freight rates on grain moving out of South Dakota to Colo., Wyo., Utah, Calif., Ariz., Ore., N. Mex. and Nev. was filed with the I. C. C. by the South Dakota Railroad Commission. Western roads, the complaint charges, require South Dakota grain shippers to pay a combination of local freight rates, while shippers in other grain growing states are given through rates which, in all cases, are lower than the local rates.

Chicago Board of Trade, Sioux City and Omaha Grain Exchanges vs. Rutland-Lake Michigan Transit Co. protest proposed 2½ cwt. increase in rates on grain products (except flour) routed by Central Freight Ass'n carriers from points in Ill., Ind., Ia., Mich., Mo. and Wis. to Albany, Baltimore, Boston, Buffalo, New York, Philadelphia, Rochester, Rockland, Syracuse, Utica and West Fairport. The company raised the rate because it was getting more business than it could handle.

The New Orleans Joint Traffic Bureau of the New Orleans Board of Trade, Ltd., and various other commercial and civic organizations, voluntarily organizations created for the purpose of protecting and fostering the interests of the Port of New Orleans in all matters pertaining to

transportation, petitioned the I. C. C. to intervene in and become a party to the proceedings being heard, viz., Docket 17159, sub 3, Southern Kansas Grain & Grain Products Ass'n vs. the Alabama Great Southern; sub 4, same against Santa Fe; sub 5, same against Santa Fe.

Southwestern Version of M. & St. L. Rate Scramble.

For four days Commissioner J. B. Campbell conducted a hearing at Kansas City on the Minneapolis & St. Louis Railroad's proposed 6c rate cut, having shifted his scene of action from Minneapolis, which hearing was reported on page 368 of the last number.

Of the testimony presented and the counter-attack developed, mileage played the leading role.

V. E. Smart, chief of the Missouri Transportation Department, offered maps and charts to show that the Minneapolis grain dealer and miller, under the proposed rate cut, would be paying less for the 487-mile haul to Peoria, Ill., than would Kansas City for its haul of 322.7 miles to the same point and St. Joseph for its 358.8 miles.

J. J. Hartnett, traffic manager of the Kansas City Flour Mills Co., presented evidence indicating the northwestern road would be hauling Minneapolis grain 153 miles further than Kansas City roads on shipments to Baltimore, and doing it at a rate 10½ cents less than that offered by the Kansas City roads (the roads entering Minneapolis already offering a rate 4½c better for hauls to the east than are the Kansas City roads). This increases the Southwest's handicap on a barrel of flour from 9 to 21 cents.

The farmer of the Southwest will lose 3.6c a bushel on his wheat, an advantage of that amount going to the farmer of the Northwest, if the Minneapolis rate cut is allowed, testified M. M. Hardenbergh, 1st vice-president Kansas City Board of Trade and manager Southwestern Milling Co.

C. V. Topping, Secretary of the Southwestern Millers' League, displayed official records showing Kansas City and the Southwest has lost 25 per cent of its normal flour business in the eastern territory in the past few years.

F. S. Keiser, traffic manager of the Duluth Board of Trade, asserted Minneapolis and its territory already enjoys rate advantages over this territory and the proposed reduction will introduce further discriminations. Of the two railroads asking the reduction, the M. & St. L. is in receivers' hands and the Soo Line is not earning the legal 5¾ per cent annual revenue authorized under the transportation act, and a reduction would make conditions worse. Figures were also introduced to show that Duluth is holding its wheat shipment business to Buffalo via the Great Lakes only by reason of a slightly better water rate. All-rail shipment from Minneapolis to New York is 43c cwt. on wheat. By the lake route, through Duluth and Buffalo, it is 37.61 cents. The reduction 6c would make the all-rail rate .61 of a cent more than by Duluth's water route, thus routing all the Northwest's grain business through Minneapolis.

The Nebraska State Railroad Commission filed petition with the I. C. C. in which it intervened on behalf of the state in the matter of this reduction of proportional rates on wheat and wheat products.

Dec. 1 was specified as the final day for filing briefs.

Assurance was given at the closing of this latter hearing that no decision would be attempted until both sides could present oral arguments before the full commission in December.

Tobacco pools in Kentucky are meeting so much dissatisfaction that it is more difficult to obtain renewals of contracts. The members of the Tobacco pools had paid most dearly for their pooling practice.

Grain Carriers

The Memphis Merchants Exchange filed an intervening petition opposing the proposed merger of the St. Louis-Southwestern, Kansas City Southern and the M. K. & T.

The total grain moving down the Great Lakes in 1924 was 15,222,787 tons. The total shipped from upper lake ports by both rail and water in 1923 was 589,008,180 bus. or 17,670,240 tons. This was greatly exceeded in 1924 and the statistics show a constant increase.

Cincinnati Grain & Hay Exchange's complaint against a charge of \$2.70 per car, which all roads except the Pennsylvania attempt to charge on every car of hay coming to this market, has been taken up for further recognition by their congressman, Nicholas Longworth.

Grain and grain products were loaded into 51,134 cars during the week ending Sept. 18, an increase of 8,232 cars above the preceding week but 2,972 cars below the corresponding week in 1925. Compared with the same week in 1924, it also was a decrease of 17,404 cars. The greatest number of cars in the history of the railroads was loaded with revenue freight during this week, exceeding all previous records by 35,665 cars, for a total of 1,187,011 cars.

The canalization of the St. Lawrence River so as to permit ocean-going vessels to enter Cleveland, Sandusky, Lorain and all other lake ports, would be a great step in furthering farm prosperity. It would cut the cost of transporting wheat from lake ports to Liverpool and London from 5 to 10 cents a bushel. When you consider we are producing a surplus of 250,000,000 to 300,000,000 bushels of wheat a year, it is easily realized that would mean a tremendous saving.—Atlee Pomerene, Ex. U. S. Senator of Ohio.

A petition for modification of the order of the Board of Railroad Commissioners in the North Dakota Terminal Mill & Elevator freight rate case has been filed by representatives of the Jamestown, Bismarck, Mandan, Minot and Valley City (No. Dak.) Chambers of Commerce and the State Millers organization. The order of the commission provides that joint rates on grain and grain products when shipped from the terminal shall be made on the basis of a single line rate plus an arbitrary of 1½c per 100 lbs., while other points as well as private enterprises located at Grand Forks pay 85% of the local rates.

Weevil in Wheat and Storage of Grain in Bags, by D. C. Winterbottom, in a government bulletin issued at Adelaide, records Australian experiences during the years 1915 to 1919.

Wheat growers of Western Canada harvested an average of 18.7 bus. to the acre on their 1926 crop, compared with 17.6 bus., the annual per acre average for the last four years, according to estimates of the Dominion bureau of statistics.

Crete, Ill.—How far a brokerage firm can be held responsible for the acts of an employee is involved in the appeal by Jas. E. Bennett & Co. of the Supreme Court of Illinois from a decision by the court of appeals giving the State Bank of Crete judgment for \$76,000 losses sustained in speculation by its cashier, G. H. Kracke. The transactions were not handled by the firm directly but through an agent, and the defense is that the firm was not chargeable with knowledge that Kracke was speculating with the funds of the bank.

Advisory Board Meetings.

Chicago, Ill.—A detailed forecast of the business conditions which will prevail in Mid-West territory during the last quarter of this year was made at the 11th regular meeting of the Mid-West Shippers Advisory Board, which was held in the Assembly Room of the State Capitol, at Madison, Wis., on Oct. 7. At this meeting complete reports of business conditions were contributed by 46 commodity committees representing all important lines of agriculture and industry in the territory covered by the Board, which includes the states of Illinois, Iowa, Wisconsin and parts of Indiana and Michigan. These reports will furnish the railroads with advance information regarding probable traffic demands, so that the carriers can make arrangements to handle the business without delay.

Other Shipper's Advisory Board meetings have been scheduled as follows: The Florida division of the Southeastern Advisory Board, Oct. 12 at Tampa, Fla.; The Atlantic States Board, Oct. 13-14 at Philadelphia, Pa.; The Northwestern Advisory Board, Oct. 26 at St. Paul, Minn. (tentative); The New England Advisory Board, Oct. 28 at Providence, R. I.; The Alleghany Advisory Board, Nov. 3 at Pittsburgh, Pa.; The Central Western Advisory Board, Dec. 9 at Lincoln, Neb.; The Trans-Missouri-Kansas Advisory Board, Dec. 15 at Kansas City, Mo.

As for the September wheat option, it "went out" so mildly that nobody, except a few odd lot holders, knew that the Christmas month option had taken first place on the board.—Farmum, Winter & Co.

Two Canadian delegates arrived in Sydney, Australia on Sept. 17, with the object in view of interesting the producers of Australia in a World Wheat Pool, according to a cablegram from E. G. Babbitt, American Trade Commissioner there.

GRAIN DRIERS

for

COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

1223 S. Talman Ave., Chicago
210 N. 13th St., Philadelphia, Pa.

Supreme Court Decisions

Recovery for Corn Sold to Minor.—Hay and corn used in carrying on minor's farming operations held not necessities as affecting minor's liability on note given therefor.—*O'Donniley v. Kinley, Springfield Court of Appeals, Missouri.* 286 S. W. 140.

Arbitration.—Under Rev. St. 1919, § 604, where parties have chosen to submit a controversy to arbitrators, an award will not be vacated, unless wrongful conduct on part of arbitrators is shown.—*Kirby v. Heaton. Supreme Court of Missouri.* 286 S. W. 76.

Warehouse Receipts.—Cotton warehouse receipt, issued to itself by warehouse company and placed as collateral for note, held valid, in view of Negotiable Instruments Law, § 8.—*Moore v. Bennettsville Warehouse Co. Supreme Court of South Carolina.* 134 S. E. 395.

Insurance.—Under Rev. St. 1919, §§ 6230, 6239, insurer insuring elevator for \$5,000 under fire policy expressly permitting additional insurance is estopped to deny that elevator was worth less than such sum, or to claim that property was excessively insured, because of additional policy taken out by insured.—*Hayward v. Fidelity-Phoenix Fire Ins. Co. Kansas City Court of Appeals, Missouri.* 285 S. W. 144.

Priority of Warehouseman's Lien and Chattel Mortgage.—Warehouseman's lien for storage, while not made by C. S. § 6145, superior to mortgage on stored chattel, taken precedence over mortgage lien where mortgagee consents to storage. In determining mortgagee's damages for conversion by warehouseman of mortgaged chattel stored with mortgagee's consent, storage charges held deductible from value of article.—*Volmer Clearwater Co. v. Union Warehouse & Supply Co. Supreme Court of Idaho.* 248 Pac. 865.

Fire from Locomotive Engine Sparks.—Fire set by escaping sparks from locomotive raises prima facie presumption that railroad did not exercise reasonable care, since facts as to exercise of care are peculiarly within knowledge of railway. Prima facie presumption of negligence arising when fire is set by sparks escaping from locomotive is rebutted by proof that locomotive was, at time, of proper construction, prudently handled, and equipped with most approved devices, in good repair, to prevent escape of sparks.—*C. R. I. & P. Ry. Co. v. Myers. Commission of Appeals of Texas.* 285 S. W. 1058.

Pooling.—Where co-operative marketing association member failed to deliver crop for one year, it did not cease to be member, where association took no steps to cancel membership, and was not released from agreement to deliver crop for subsequent year, notwithstanding provision that refusal to deliver automatically terminated membership. The co-operative marketing association officer sold crop direct, and not through association, held no defense to action for another member's failure to deliver crop, where it did not appear that sale was before member's withdrawal right arrived, or that association consented to sale.—*California Bean Growers Ass'n v. Rindge Land & Nav. Co. Supreme Court of California.* 248 Pac. 658.

Reduction of the present excessive hay rates into southern territory has been brought to the attention of Senator Frank B. Willis of Ohio by L. M. Perkins, traffic manager of the Cincinnati Grain & Hay Exchange. The rates now favor New York state.

Failure of Seller to Furnish Contract Weights.

Voigt Milling Co., Grand Rapids, Mich., plaintiff, v. Carpenter Grain Co., Battle Creek, Mich., defendant, before Arbitration Committee No. 5 of the Grain Dealers National Ass'n, composed of F. J. Schonhart, G. Ellsworth Meech and O. F. Hall.

This controversy is the result of a purchase on Nov. 2, 1925, by plaintiff from defendant of two cars No. 2 red wheat at \$1.65 shipping points, prompt shipment. The only point at issue is the question of weights to be used in settlement. The seller's contract which is offered in evidence contains the clause "official or Edwardsburg weights and inspections final." No evidence is offered to show that weights were official at point of origin. On the contrary it is shown that origin weights were unofficial, and no evidence is offered to show that the cars were stopped at Edwardsburg for weights.

In the plaintiff's argument he claims that a large volume of previous business has been transacted, defendant accepting settlements based on outturn at plaintiff's mill. The defendant in its answer to the plaintiff's argument offer no denial to this statement so this Committee assumes the assertion to be a fact.

This Committee finds as the defendant failed to furnish either official or Edwardsburg weights and upon the undisputed statement by plaintiff that without exception previous trades have been settled on outturn weights, that outturn weights must be accepted in settlement on these two cars.

Therefore, the Committee finds for the plaintiffs in the following amounts, viz:

Car A. T. & S. F. 118745.....\$262.97
Car N. Y. C. 205820.....155.58

Total.....\$418.55

The defendant's offer to settle in full for a third car (NYC 253199) is accepted by the Committee as an admission of liability and the Committee orders the defendants to add the amount involved (\$196.16) to the \$418.55 awarded above, making the total award to plaintiffs \$614.71. The costs of this arbitration are assessed against the defendants.

Hay Movement in September.

Receipts and shipments of hay at the various markets during September, as compared with September 1925, in tons were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	1,098	899	.....	.....
Cincinnati	5,951	4,785	.....	.....
Denver	920	440	.....	.....
El. Worth	550	2,640	.....	.....
Kansas City	25,896	21,564	33	33
Los Angeles	7,436	15,873	1,356	10,848
Milwaukee	601	11,476	168	180
†Montreal	38,845	115,936	11,736	48,201
Peoria	4,040	3,770	70	100
Seattle	858	.....	151	.....

†Bales.

Feedstuffs Movement in September.

Receipts and shipments of feedingstuffs at the various markets during September, as compared with September 1925, in tons, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
*Baltimore	1,103	1,304	.....	.....
Chicago	10,828	13,504	37,160	40,420
Cincinnati	1,590	1,710	.....	.....
†Kansas City	8,500	3,740	15,260	28,100
*Los Angeles	3,620	4,290	.....	.....
‡Los Angeles	180	450	.....	.....
§Los Angeles	540	900	.....	.....
Milwaukee	5,450	4,806	10,537	10,185
New York .....	.....	725	.....	95
*Peoria	23,500	27,420	27,832	26,480
Seattle .....	.....	.....	396	1,103

*Mill feed. †Bran. §Shorts. ‡Poultry feed.

Feedstuffs

St. Louis, Mo.—The Feed Marketing Co. lost its elevator by fire with a loss of \$40,000.

Cedar Rapids, Ia.—B. T. Manard, vice pres. of the Penick & Ford Sales Co. has resigned.

Atlanta, N. Y.—The feed mill of Wm. Corey burned recently with a large stock of feed. Loss, \$50,000.

Lake Charles, La.—The new mill of the Lake Charles Rice Milling Co., said to be the largest in the world, was opened Oct. 1.

La Junta, Colo.—The warehouse of the Denver Alfalfa Milling & Products Co. was burned recently, with 750 tons of alfalfa meal.

Fort Worth, Tex.—Scott Bros. Grain Co. has applied for registration of the word "Milkelo," as a trade mark, No. 231,068, for dairy feed.

Ralston-Purina Co. of St. Louis, Mo., is the latest member of the Southern Mixed Feed Manufacturers' Ass'n.—E. P. MacNicol, sec'y.

Louisville, Ky.—The Ferncliff Feed & Grain Co. has applied for registration of the word "Ferncliff" as trademark No. 234,389, for animal feeds.

Chicago, Ill.—Jay Chapin has been elected sec'y of the Associated Corn Products Manufacturers, as successor of W. P. Cutler, who died a short time ago.

Everett, Wash.—The Monte Cristo Feed Co. was just incorporated for \$25,000 by G. A. and C. J. Weber and E. T. Rogers to succeed the Cardle Bros. interests.

Nashville, Tenn.—The annual meeting of the Southern Mixed Feed Mfrs. Ass'n will be held here Nov. 9 and 10, according to Sec'y E. P. MacNicol's, recent peppy announcement.

Siloam Springs Ark.—The feed business of T. G. Blankenship has been purchased by A. W. Coates, who was until recently with the Excello Feed Milling Co., of St. Joseph, Mo.

Los Angeles, Cal.—Carload receipts for the month of September, compared with receipts for September, 1925, were as follows: linseed meal, 7-1; cocoanut meal, 11-13; and beet pulp, 2-31.

Kansas City, Mo.—Paf Sales Co. incorporated for \$10,000 to buy, sell and deal in stock feeds, poultry feeds, etc.; incorporators, Fred C. Prouse, Harve E. Newlin and Wm. E. Kemp.—P. J. P.

Ingomar, O.—The Mineralized Yeast Mills, feed manufacturers and importers, are doing a large business in feeds and cod liver oil at present, necessitating enlarged storage space for oils and ingredients.—O. Klepinger.

Memphis, Tenn.—Additional grinding and mixing machinery will be installed by the International Sugar Feed Co. W. E. Metzger, Jr., who has been on the Pacific Coast for two years, is now superintendent for the company at Memphis.

Elgin, Ill.—The F. D. Rogers Feed Co. just incorporated with a capital of \$10,000 to manufacture and deal in poultry feeds, poultry supplies, etc. Incorporators: Frank D. and Elsie L. Rogers, Lyle Wilcox, Wm. Becker and Geo. D. Carbary.

The Silica Content of Commercial Feeds, with Special Reference to Feed Control, by W. H. Strowd and W. B. Griem, determines such contents. Unusually large amounts are suggested as indicating adulterations of various sorts, in Wisconsin Dept. of Agri. Bulletin 64.

GREENDALE FEEDS

Sweet Feeds,
Mashes, Scratch,
Poultry, Horse,
Mule, Hog and
Stock

Scientifically
Prepared from
Best
Ingredients
Obtainable

CRACKED CORN

GROUND OATS

Get in early and handle the

COMPLETE LINE

GREENDALE MILLS, Inc.

JOHN A. SHIELDS, Gen'l Mgr.
Lawrenceburg, Ind.

Minneapolis, Minn.—Work on the new \$300,000 plant of the Albert Dickinson Co. permitted occupancy the first week of this month. The plant is equipped with modern machinery for the manufacture of feeds for poultry, livestock and dairying.

Experiments conducted at the Indiana Experiment Station and considered from the angle of "The Antineuritic Properties of Corn Germs" as set forth by C. W. Carrick and R. H. Carr, indicated that corn germ contains a substance which tends to prevent polyneuritis in fowls.

Kansas City, Mo.—The Corn Products Refining Co., it is said, will add a corn sugar department to its extensive plant at North Kansas City. The feed milling department which was closed for three weeks resumed Oct. 4. The plant now consumes 65,000 bushels of corn weekly.

Evansville, Ind.—The Postum Cereal Co., which concern recently purchased the flour milling plants of Igleheart Bros. and the Phoenix Milling Co., has closed a deal for the purchase of the Minute Tapioca Co., of Orange, Mass., said to be one of the largest concerns of its kind in America.

Hull-less v. ordinary oats for feeding four lots of Berkshires of 6-8 per lot, using rations consisting of ground oats, shorts, and middlings (4:1:1) plus 3% tannage, 3% oil meal, and 2% bone meal, resulted in daily gains of 1.03 lbs. per head as against 0.96 lbs. for those receiving hull-less ration.

Kansas City, Mo.—J. Frank Huston has become connected with Henry Lichtig & Co., large millfeed distributors, in charge of the concern's millfeed merchandising department. Manager Huston has been associated with this branch of the trade for some time and is well equipped to handle this position of distinction.

Toledo, O.—The A. E. Caple Co. incorporated Sept. 23 for \$30,000 to deal in feeds and grains; incorporators, A. E. Caple, Lester Lusher, et al. Mr. Caple contemplates improvements and extensions in addition to the new alfalfa mill recently added to the plant which he operated individually for several years. The growth of the business made this incorporation necessary, it is said.

Moran, Mo.—We are now manufacturing a full line of dairy and poultry feeds, corn chops in quantities, ground and pulverized oats, and expect to do a general jobbing and retail business in this line as well as handling grain. We have just changed our plant here into a feed and handling plant, installed two pair high corn rollers, hammer mill, feed mixer and additional grain leg, etc., in addition to the remodeling and additions mentioned in your last number.—Roy W. Cox, The Cox Grain Co.

Riverside, Ia.—The Riverside oatmeal factory was sold to the Wilder-Murrell Grain Co., of Cedar Rapids. Drake, Day & Evans of Minneapolis had charge of disposing of the mill since C. P. Evans, former operator, relinquished his control. A representative of the company was here a month ago and at that time stated the only plan in mind was to dismantle the mill and salvage the lumber and machinery, however, the new owners have given assurance that the mill will not be razed, and according to present plans, will be reopened and operated. More definite information is promised at a later date.

News of your local elevator would more often be mentioned in the news columns of the local paper if an advertisement announcing the arrival of a car of new feed or coal, etc., were inserted, or even the installation of a new motor or truck dump, etc. Let your patrons know you're equipped to serve them in best of fashion and soon they seek you out above all others. Your newspaper will support you if you'll reciprocate occasionally.

Pennsylvania's Feedingstuffs Report.

James W. Kellogg, Director-Chief Chemist of the Bureau of Foods and Chemistry of the Pennsylvania Department of Agriculture, reports that during 1925 special agents obtained 1,110 samples of feedingstuffs. Of the total received, 151 represented non-registered brands, 23 of which were whole grain chops or mixtures not requiring registration, leaving 959 official sample, which were analyzed and examined microscopically for the purpose of determining correctness of guarantees and adulteration or misbranding. They represented 637 different kinds and brands, registered by 241 manufacturing and importing firms.

The feedingstuffs registered for 1925 sales included 3,124 different kinds and brands, for which 1,116 licenses were issued to 918 manufacturing and importing firms, authorizing the sale of the feedingstuffs registered. These figures are slightly lower than for 1924, which included 3,180 kinds and brands.

In addition to the official samples obtained by the agents, 687 special samples were submitted for analysis by residents of the state.

Of those samples selected from guaranteed shipments, 60, or 6.5 per cent, were found to be deficient in either protein or fat or both of these food nutrients to the extent of 1 per cent, or more respectively. Compared with the deficiencies reported for the three preceding years' inspections, this proportion of deficiencies was less than that found in the samples examined during 1924 of 7.3 per cent, in 1923 of 12.3 per cent, and in 1922 of 8.2 per cent. The total number of samples deficient in protein alone was 27, or 2.9 per cent, and there were only two which were deficient in both protein and fat. Those found to be deficient in fat alone numbered 33, or 3.6 per cent.

Of the mixed feeds, 398, or 68.9 per cent, of them were found, upon microscopical examination, to have been correctly labeled as to composition and were "as certified." This proportion of mixed feeds with correct compositions show a considerable improvement in this respect compared with those examined during 1924, of which 58.9 per cent of them were found to be "as certified." Of the 180, or 31.1 per cent, of the samples which were not found to have the correct compositions as claimed for them, the variations consisted for the most part of the absence of a few named by-products, the presence of additional ingredients, the absence of salt and the presence of a small amount of whole weed seeds. No prohibited products or adulterants were found in any amounts in these mixtures. Of the dairy feeds, approximately one-half of them were found to have incorrect compositions. In the case of the horse and mule feeds 89 of the 110 were "as certified." Of the scratch feeds 94, or about three-fourths of them, were "as certified" and of the mash feeds 78, or about two-thirds of the samples, were found to be "as certified," the balance of these mixtures failing to be correctly labeled for the ingredients of which they were composed.

The results of the year's inspection, judging from the official samples examined, showed a decided improvement in the method of guaran-

teeing, compared with the results noted for the three preceding years. There was a noticeable decrease in the number of deficiencies in protein and fat found in the brands sold during 1925 as well as a marked increase of 10 per cent in the case of those mixed feeds for which the compositions were correct and which included all of the ingredients claimed.

The average retail prices for the proprietary dairy feeds, scratch feeds and mash feeds were \$51.25, \$66.91 and \$73.47 a ton, compared with the respective estimated average values of \$49.49, \$55.26 and \$66.85 a ton for these classes reported for 1924. The average retail price for cotton seed meal was \$55.02 a ton, compared with \$58.82 a ton reported for 1924 sales.

Wheat lands in the department of Boyaca, United States of Columbia, S. America, will be opened to settlement by the Nord Este Railroad now under construction by Belgian capitalists. At present Columbia imports about 25 per cent of the wheat consumed.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO

Hess Grain Drier Co. of Canada, Ltd.

Theodore Kipp, Mgr.

68 Higgins St.

Winnipeg, Manitoba

Exports of Feedstuffs.

Exports of feedstuffs during August, compared with August, 1925, and for eight months ending with August, are reported in short tons by the Bureau of Foreign and Domestic Commerce, as follows:

	August 1926	August 1925	8 mos. ending 1926	8 mos. ending 1925
Hay	758	999	9,543	14,424
Cottonseed cake	17,111	13,655	134,151	157,721
Linseed cake..	18,566	23,942	194,279	223,226
Other oil cake.	84	671	5,715	7,912
Cottonseed meal	10,012	3,157	51,297	60,883
Linseed meal..	171	179	3,617	4,607
Other oil meal	190	112	725	8,335
Bran and mid- dlings	220	228	2,345	2,899
Screening ....	...	108	2,999	2,330
Other mill feed	634	447	6,155	12,485
Prepared feed.	1,439	2,054	11,625	12,265

Patents Granted

1,601,224. Grain Circulator. John Frederick Reavis, Raguo, P. I. The windwheel drives a conveyor or elevator to raise the grain from the bottom of the bin at one side to the top, continuously.

1,602,345. Dust Collector. Michael A. Eiben, Cleveland, O. The collector comprises a housing having a hopper bottom, over the hopper a platform having an opening into the hopper, an inlet for dusty air below the platform, an outlet for clean air above the platform, a set of screens and means to jar the screens.

1,600,114. Grain Door. Carl August, Johanson, Duluth, Minn. The door is pivoted near one vertical edge for swinging upward to open position and has a locking means composed of a holding member for engagement with the upper edge of the door when the latter is in either its closed or open position and a stationary vertical guideway along which the holding member is slidable to either of its operative positions.

1,600,383. Grain Unloading Apparatus. Bruno Edwin Ahlskog, Chicago, Ill. A belt moving longitudinally in a frame has its lateral edges on the upper stretch deflected upwardly, and a pair of endless side belts extending upwardly at the sides of the first-named belt, to form a grain conveying trough. On an axle in the frame is mounted a rocker-frame, the rocker having rollers on opposite sides of the axle. The rollers are independently connected to drive the axle, and the rocker-frame is tiltable to move either of the rollers into engagement with the conveyor belt.

1,600,985. Elevator Cup. John A. Kittilsen, Moline, assignor to K. I. Willis Corporation, Moline, Ill. The elevator bucket comprises side walls, a back wall composed of a plurality of metallic sheets near the top edge thereof, holes formed there through, concentric depressions formed about the holes and a rib formed between adjacent holes in back wall, the rib terminating at the edge of the concentric depressions therein.

1,602,309. Car Seal. Clarence R. Martineau, Albany, N. Y. The seal has a member of sheet material foldable to a form and size insertible thru an aperture in a locking mechanism and incapable when unfolded of withdrawal from the aperture, the sheet material being of such limited pliability at the fold line as to permit of being folded and unfolded once only, said fold line being visible on the face of the device when unfolded to locking position.

1,600,754. Automatic Scale Stop. Harold Cary, Council Bluffs, Ia. Combined with automatic grain weighing means are a movable spout adapted in one position to deliver grain to the weighing means, means for moving the spout from that position, means for detachably holding the spout against the movement, and means operable step by step by dumping operations of the weighing means and arranged after a predetermined number of dumping operations to release the spout.

1,601,148. Dust Separator. Richard Ruemelin, St. Paul, Minn. The casing of the separator has a sand chamber in the lower portion thereof, and an intake opening in the upper portion, a centrifugal separating chamber provided at one side of the casing and communicating with the intake opening, a separating means arranged in the upper portion of the casing to receive the air moving horizontally from the centrifugal separator, and a screen in the upper portion of the casing opposite the chamber whereto the horizontally moving currents of air are delivered.

1,600,984. Granary. Harry Bernard Jones, Chicago, Ill. The granary comprises a section in the form of a cylinder, other sections formed of arcuate wall portions extending about the cylindrical section at opposite sides thereof and secured at their ends to the cylindrical section, tension members connecting the ends of one of the arcuate wall portions with the ends of the other arcuate wall portion, the walls of the sections being composed of relatively flat and thin staves, and bands surrounding the walls on the exterior thereof for retaining the staves in position.

1,601,996. Grain Door. Clarence E. Caraway, Port Williams, O. The door comprises an intermediate section to be detachably secured to the interior faces of the jambs of a car door, guide ways provided at each end on the intermediate section, a bottom section slidably mounted in the terminal guide ways of the intermediate section, an auxiliary section hinged to the top of the intermediate section and swingable inwardly, a supporting trolley for the sectional barricade, a runway for the trolley upon which the trolley travels to shift the supported barricade sections into and out of registry with the car door opening, and hoisting means connecting the barricade sections with the trolley.

1,600,946. Combined Grain Door Strip and Side Door Post Protector. Sylvester L. Joiner, McGregor, Tex. The strip and protector is located interiorly of the car at opposite sides of the door opening and comprising a metallic housing composed of spaced longitudinal side bars and integral cross pieces connecting the side bars and arranged in flush relation with the rear face thereof, the side bars being provided with openings for fastening devices for securing the metallic housing to the car, the side bars presenting smooth rounded surfaces at the front exposed corners, and a wood filler strip fitting and filling the space between the side bars and provided at its inner or rear face with recesses conforming to the configuration of and receiving the cross pieces whereby the filler strip is interlocked with the metallic housing, the filler strip being arranged to receive the fastening devices of a grain door.

"I'm for the St. Lawrence waterway project," said Senator Howell (Neb.) recently. "It's bound to come and the sooner the better for us. It will mean ocean steamers of 8,000 and 10,000 tons can come into Chicago and take our crops direct to Europe."

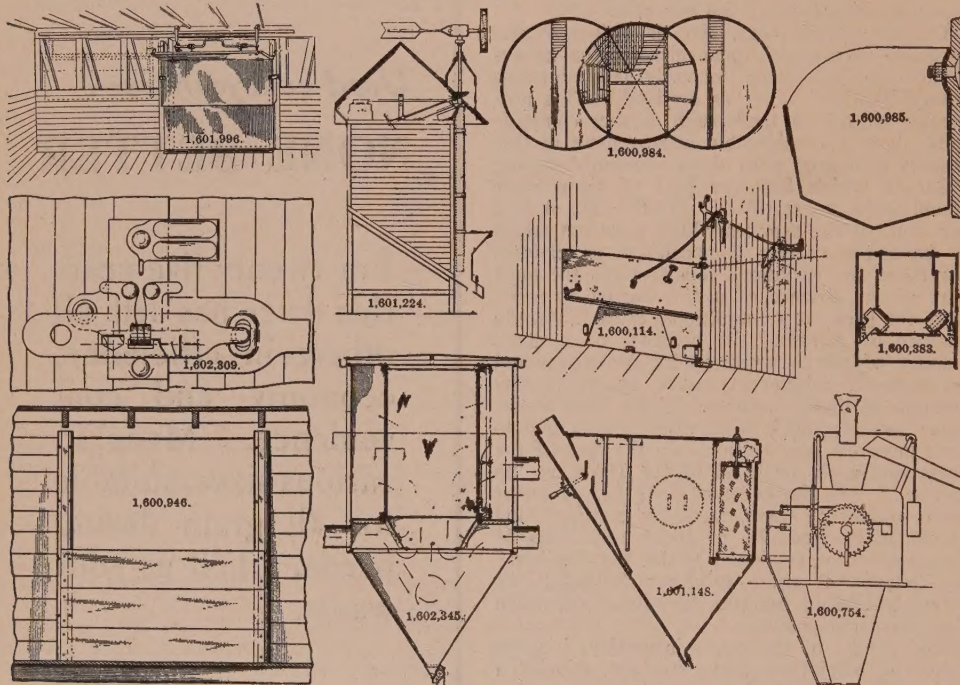
Insurance Notes.

Saskatchewan Crops Damaged by Hail.—Reports from insurance companies indicated that the loss to grain from hail in Saskatchewan, particularly during the month of August, was considerable, reports J. Bartlett Richards, Assistant Trade Commissioner at Ottawa. It has been estimated that the total losses of the Saskatchewan Mutual and Farmers Mutual Hail Insurance companies and 43 line companies which subscribe to the Northwest Adjustment Bureau were about \$4,250,000. The year previous the loss of the same group of companies was \$1,743,000. These figures are said to be typical of the experience of all the hail insurance companies operating in Saskatchewan.

Deaths and Injuries from Fires.

Washington—New strategic moves in the national campaign to check the ravages of fire, representing in the United States a loss of upward of a billion dollars annually, were considered recently at the meeting of the National Fire Waste Council sponsored by the Chamber of Commerce of the United States.

A test to determine a basis for estimating the extent of losses in the form of deaths and casualties by fire, was also given consideration by the committee. On the basis of incomplete statistical returns from eight states, covering a period of three months, the conclusion was reached that the average annual loss of life from fire in the United States approximates 3,500, a rate of 32.9 per million inhabitants. The average for injuries is 84.8 per million.



Ice Is a Poor Fire Extinguisher

You can't put out a fire with ice. Yet that's what you may have to try during the winter, if you don't plan to fix your fire barrels so that the coldest weather will not freeze them. Better plan now to beat old King Winter.

Write for full particulars to

CARBONDALE CALCIUM COMPANY
CARBONDALE, PENN.

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

Abreast of the times

Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW
and
DIXIE MILLER
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

43 years young; subscriptions \$1.00 a year

STOVES

Help us to cut the fires from Overheated Stoves by setting your stove properly. A copy of our Booklet "Safe Heating," will be sent you on request.

C. A. McCOTTER
Secretary
Indianapolis,
Indiana



C. R. McCOTTER
Western Mgr.
Omaha,
Nebraska

Insure your Home and your Car the "Grain Dealers Way"

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President

A Legal Reserve Mutual Fire Insurance Company

Half A Century

of efficient and satisfactory
Insurance Service is the
record of the

MILL MUTUALS

The needs of the Miller
and the Elevator Operator
are their specialty.

Represented by

MUTUAL FIRE PREVENTION BUREAU

230 East Ohio Street, Chicago, Ill.

**TRI-STATE MUTUAL
GRAIN DEALERS FIRE INSURANCE CO.**
LUVERNE, MINN.

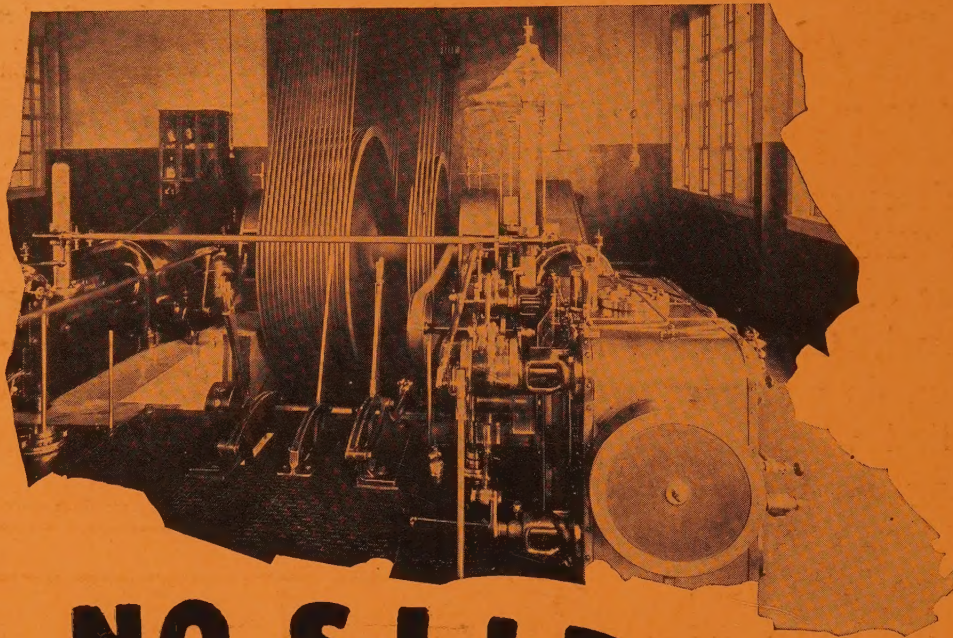
We write Fire and Tornado Insurance covering Elevators and Contents, also Residence and Mercantile property. We have paid CASH DIVIDENDS annually for 24 years.

E. A. BROWN, President

W. J. SHANARD, Vice-President

E. H. MORELAND, Secretary

W. Z. SHARP, Treasurer



NO S-L-I-P-P-A-G-E

The non-slipping quality of a rope drive is of great advantage for it insures a higher efficiency in the transmission of power. Add to this unquestioned safety, flexibility, and long life of rope drives and you can readily see why they are so adapted to the grain handling industry.

Uninterrupted service from many installations in grain elevators and the enthusiastic endorsement of *Columbian Tape-Marked* Pure Manila Transmission Rope from elevator operators, are good reasons why your next rope equipment should be Columbian.

The Columbian Book of Rope Transmission tells you more about it. Send for your copy.



Columbian Rope Company

332-60 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans



COLUMBIAN

TRANSMISSION ROPE